

**MENLO UPTOWN PROJECT
RESPONSE TO COMMENTS DOCUMENT**

STATE CLEARINGHOUSE NO. 2019110498

MENLO PARK, CALIFORNIA

LSA

May 2021

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STATE CLEARINGHOUSE NO. 2019110498

MENLO PARK, CALIFORNIA

Submitted to:

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May 2021

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1.0 INTRODUCTION

1.1 PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This document has been prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the proposed Menlo Uptown Project (proposed project). The Draft EIR identifies the likely environmental consequences associated with development of the proposed project and recommends mitigation measures to reduce potentially significant impacts. This Response to Comments (RTC) Document provides responses to comments on the Draft EIR and makes revisions to the Draft EIR, as necessary, resulting from those comments or to clarify material in the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

1.2 ENVIRONMENTAL REVIEW PROCESS

According to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

On November 25, 2019, the City of Menlo Park (City) circulated a Notice of Preparation (NOP) notifying responsible agencies and interested parties that an EIR would be prepared for the proposed project and indicated the environmental topics anticipated to be addressed in the EIR. An Initial Study was circulated with the NOP. The NOP was mailed to public agencies, organizations, and individuals likely to be interested in the potential impacts of the proposed project. A scoping session was held as a public meeting before the Planning Commission on December 16, 2019, to solicit feedback regarding the scope and content of the EIR. Comments received by the City on the NOP were considered during preparation of the Draft EIR.

The Draft EIR was made available for public review on December 4, 2020, and was distributed to local and State responsible and trustee agencies. The Draft EIR and an announcement of its availability were posted electronically on the City's website at: <https://www.menlopark.org/1576/Menlo-Uptown>, and a paper copy was also made available for curbside pickup at the Menlo Park Main Library. The Notice of Availability (NOA) for the Draft EIR was provided to all individuals and organizations who made a written request for notice, filed with the San Mateo County Clerk, and posted at the project site.

The CEQA-mandated 45-day public comment period was extended to 60 days to account for the winter holidays and closure of City facilities and ended on February 2, 2021. The City held a public hearing on the Draft EIR with the Planning Commission on January 11, 2021. The City received a total of five comment letters from State and local agencies and individuals. Copies of all written comments received during the comment period and summaries of the verbal comments received at the public hearing are included in Chapter 3.0, Comments and Responses, of this document.

1.3 DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- **Chapter 1.0: Introduction.** This chapter discusses the purpose and organization of this RTC Document, and the Final EIR, and summarizes the environmental review process for the project.
- **Chapter 2.0: Potentially Revised Project.** This chapter includes a description of the potential revisions to the proposed project that have been developed by the project sponsor since publication of the Draft EIR (the Potentially Revised Project). A comparison of the impacts and mitigation measures identified in the Draft EIR to those of the Potentially Revised Project is also included in this chapter.
- **Chapter 3.0: List of Commenters.** This chapter contains a list of agencies and individuals who submitted written comments during the public review period and comments made at the public hearing on the Draft EIR.
- **Chapter 4.0: Comments and Responses.** This chapter contains reproductions of all comment letters received on the Draft EIR, as well as the transcript of verbal comments provided at the public hearing. A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the corresponding comment.
- **Chapter 5.0: Draft EIR Text Revisions.** Corrections to the Draft EIR that are necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Double underlined text represents language that has been added to the Draft EIR; text with strikethrough has been deleted from the Draft EIR.

2.0 POTENTIALLY REVISED PROJECT

Since publication of the Draft EIR the project sponsor has revised the community amenity proposal identified and evaluated as part of the proposed project in the Draft EIR by proposing additional community amenity options for consideration by City decision-makers. These revisions are herein referred to as the “potentially revised project” and are more fully described in this chapter. No other changes to the project evaluated in the Draft EIR are proposed. The potentially revised project would constitute the uses and design that would be reviewed and considered by City decision-makers for the Final EIR certification and project approval.

This chapter presents the changes to the project described and evaluated in the Draft EIR and summarizes the environmental impacts that would be associated with revisions to the project, as compared to the project impacts identified in the Draft EIR. This discussion demonstrates that the changes to the project do not amount to the addition of significant new information requiring recirculation of the Draft EIR as they would not result in any new or substantially more severe environmental impacts than those already identified in the Draft EIR, and that there are no new mitigation measures or alternatives which are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more of the project’s significant effects on the environment, but which the project sponsor has declined to adopt. Changes to the project and associated environmental impacts are also considered and incorporated into the responses to comments provided in Chapter 4.0 of this document.

2.1 PROJECT EVALUATED IN THE DRAFT EIR

As described in Chapter 3.0, Project Description, of the Draft EIR, page 3-14, the proposed project would include 2,940 square feet of nonresidential space within Building A, to be occupied by a community organization or non-profit.¹ Because this use was not well-defined at the time, it was assumed that this use could consist of office space. However, as described in footnote 12 on page 3-14 of the Draft EIR, the original application materials assumed development of an approximately 2,100 square-foot ground floor commercial space to serve as the nonresidential/community amenity space. As such, the quantitative analysis in the Draft EIR is based on the previously proposed 2,100 square feet of commercial use and the analysis is conservative in that the commercial land use, even at 840 square feet less than the proposed office use, would generate more vehicle trips and employment than 2,940 square feet of office use, as further detailed in each topical section. Therefore, the 2,940 square feet of office space proposed for the community amenity was adequately analyzed in the Draft EIR.

2.2 REVISED COMMUNITY AMENITY PROPOSAL

Since publication of the Draft EIR, the project sponsor has revised the community amenity proposal and has identified two potential uses for the proposed community amenity space to be located in Building A: 1) a community services organization, or 2) a health services clinic.² Either one of these uses would result in a community amenity that would be occupied by a community organization or

¹ Greystar. 2020. Updated Community Amenity Proposal. October 14.

² Greystar. 2021. Updated Community Amenity Proposal. April 9.

non-profit, similar to the proposed project evaluated in the Draft EIR, although the use may be more service-oriented rather than an office use. No changes to the size or location of this use, as compared to the project evaluated in the Draft EIR, are proposed. Each of these potential uses are further described below.

2.2.1 Community Service Organization

The potential community service organization that could occupy the 2,940-square-foot ground floor nonresidential space of Building A has been identified as Samaritan House, a San Mateo County-based organization that provides direct services such as food, clothing and housing resources to residents of Belle Haven East Palo Alto, and throughout the County. Samaritan House is classified as a “core service agency” which means that they partner with the County Human Services Agency at the County and local level to provide basic emergency and support services to those in need. The proposed use would support one or more of the programs operated by this organization and would allow for additional staff and expanded services. The use could include space for additional staff, storage for emergency food supplies, and/or could serve as a hub for picking up individual meals prepared off-site.

2.2.2 Health Services Clinic

The potential health services clinic that could occupy the 2,940-square-foot ground floor nonresidential space of Building A would be operated by Ravenswood Family Health Network, an East Palo Alto-based non-profit organization that provides medical services within the local community. This use would provide medical center services for members of the Belle Haven, East Palo Alto, and neighboring communities. This use could consist of an urgent care clinic focused on providing medical care for walk-in patients with minor illnesses and injuries. This use could include the operation of x-ray/imaging equipment and could also include a pharmacy or lab. Hours of operation would typically be from 3:00 p.m. to 9:00 p.m., seven days a week, with one- to two-practitioners on duty. A scaled-down version of this use could consist of an express care clinic, with reduced patient-care services.

2.3 ENVIRONMENTAL EFFECTS OF THE REVISED COMMUNITY AMENITY PROPOSAL

As previously stated, at the time that the Draft EIR was prepared, the specific land use and tenant for the nonresidential ground floor space in Building A was unknown. In order to provide a conservative (i.e., high) estimate of the potential travel demand associated with this use, the Institute of Transportation Engineers (ITE) trip rate for a Coffee/Donut Shop (ITE Code 936) was used. This use was therefore assumed to generate 100 trips during the AM peak hour and 35 trips during the PM peak hour. Refer to Table 4.2.B on page 4.2-29 of the Draft EIR for additional information.

The potential community services organization or health services clinic uses proposed for the potentially revised project would be considered within the land use categories for Small Office Building (ITE Code 712) and Medical/Dental Office (ITE Code 720), respectively. For comparison purposes, a 2,940-square-foot small office would generate a total of six trips during the AM peak hour and seven trips during the PM peak hour and a 2,940-square-foot medical center would generate a total of eight trips during the AM peak hour and 10 trips during the PM peak

hour. Therefore, the uses proposed by the potentially revised project within the 2,940-square-foot nonresidential space would generate substantially fewer vehicle trips than the land use evaluated in the Draft EIR. As such, the transportation analysis, and other technical evaluations that are based on this analysis, including air quality, greenhouse gas emissions, and noise, evaluate a project with a higher trip generation potential than the potentially revised project. The analysis of operational project impacts evaluated in the Draft EIR is conservative and no revisions to the analysis are necessary as a result of the project revisions. Construction impacts, as identified in the Draft EIR, would also remain unchanged. No revisions to the less-than-significant impact and less-than-significant with mitigation conclusions or mitigation measures identified in Draft EIR Sections 4.2, Transportation; 4.3, Air Quality; 4.4, Greenhouse Gas Emissions; or 4.5, Noise would be required.

In addition, with this change in use, the change in employment on the site would be negligible, as the evaluation of population and housing impacts is based on the square footage of the nonresidential space, which remains unchanged. No revisions to the less-than-significant impact conclusions identified in Section 4.1, Population and Housing, would be required.

Furthermore, due to the minor nature of the revisions, none of the impact conclusions or mitigation measures identified in the Initial Study (included as Appendix B of the Draft EIR), but scoped out of the Draft EIR analysis, would change.

The project revisions described above are relatively minor in nature, would not increase the use of the proposed nonresidential space beyond what was considered and evaluated in the Draft EIR (and would actually decrease this use), and would not alter the overall footprint of the proposed building or other improvements. Therefore, the potentially revised project does not add significant new information to the Draft EIR or substantially alter the analysis or conclusions in the Draft EIR.

2.4 CONCLUSION

In general, and as detailed above, the potentially revised project does not add significant new information to the EIR and would not substantially change the construction and operational impacts and related mitigation measures identified in the Draft EIR. Compared to the project evaluated in the Draft EIR, the potentially revised project would result in incrementally fewer operational impacts due to the reduced number of vehicle trips that would be generated.

The potentially revised project would result in minor changes to the project analyzed in the Draft EIR and would not result in new or more significant environmental impacts that were not identified in the Draft EIR. Per CEQA Guidelines Section 15088.5, recirculation of a Draft EIR prior to certification is required only when “significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.” “Significant new information” is defined as:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The potentially revised project does not trigger any of these conditions, as no significant new information as defined in CEQA Guidelines Section 15088.5, including new impacts, mitigation measures, or project alternatives, has been added to the Draft EIR after publication of the Notice of Availability. The potentially revised project represents a refinement of the overall project design and is substantially similar to the project described and evaluated in the Draft EIR, and does not result in any new significant environmental impacts or any substantial increase in the severity of previously identified environmental impacts. The information and analysis contained in the Draft EIR and this RTC Document is adequate for the purposes of CEQA and recirculation of the EIR is not required due to the potentially revised project.

3.0 LIST OF COMMENTERS

This chapter presents a list of comment letters received during the public review period and describes the organization of the letters and comments that are provided in Chapter 4.0, Comments and Responses, of this document.

3.1 ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter 4.0 includes a reproduction of each comment letter received on the Draft EIR. The written comments are grouped by the affiliation of the commenter, as follows: State and local agencies (A); individuals (B); and public hearing comments (C).

The comment letters are numbered consecutively following the A, B, and C designations and follow the format below:

State and Local Agencies A#-#
Individuals B#-#
Public Hearing Comments..... C#-#

The letters are numbered and comments within each letter are numbered consecutively after the hyphen. For example, Letter A1 represents the first State or local agency letter, and comment A1-1 represents the first enumerated comment within that letter.

3.2 LIST OF AGENCIES COMMENTING ON THE DRAFT EIR

The following comment letters were submitted to the City during the public review period:

- A1 California Department of Transportation, District 4, Mark Leong, District Branch Chief, February 2, 2021
- A2 Lozano Smith, Attorneys at Law, On Behalf of the Sequoia Union High School District, Kelly M. Rem, February 2, 2021
- B1 Louise DeDera, December 18, 2020
- B2 Blaine and Annabelle Nye, December 27, 2020
- B3 Glen Lynch, January 11, 2021
- C1 Planning Commission Hearing, January 11, 2021

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4.0 COMMENTS AND RESPONSES

Written responses to each comment letter received on the Draft EIR and the verbal comments provided at the January 11, 2021, Draft EIR public hearing held before the Planning Commission are provided in this chapter. All letters received during the public review period on the Draft EIR and the public hearing transcript are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The letters are grouped by the affiliation of the commenting entity as follows: State and local agencies (A); individuals (B); and public hearing comments (C).

Please note that to the extent text within individual letters has not been numbered, it indicates that the text does not raise substantive environmental issues or relate to the adequacy of the information or analysis within the Draft EIR, and therefore no comment is enumerated nor is a response required per CEQA Guidelines Sections 15088 and 15132. In addition, when general support or opposition is given for the project, that comment is noted but no further analysis is provided in the response, as the commenter is not questioning the adequacy of the information or analysis within the Draft EIR. However, comments related to the merits of the proposed project will be considered by decision makers taking action on the project.

Where comments on the Draft EIR concern issues requiring technical expertise, the responses to comments, like the analysis in the Draft EIR, rely on the knowledge and professional analysis of qualified experts.

Where revisions to the Draft EIR text are called for, the page is set forth followed by the appropriate revision. Added text is indicated with double underlined text, and deleted text is shown in ~~strikeout~~. Text revisions to the Draft EIR are summarized in Chapter 5.0 of this RTC Document.

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

February 2, 2021

SCH #: 2019110498
GTS #: 04-SM-2009-00341
GTS ID: 17906
Co/Rt/Pm: SM/84/26.426

Tom Smith, Senior Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: Menlo Uptown Station + Draft Environmental Impact Report (EIR)

Dear Tom Smith:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2020 Draft EIR (DEIR).

Project Understanding

The project proposes redevelopment of this site with three residential buildings totaling approximately 483 residential units, as well as approximately 2,100 square feet of commercial space, associated open space, circulation and parking. A total of 512 unbundled parking spaces would be included within two two-story parking garages integrated into the apartment buildings. The site is located north of US-101 and south of State Route (SR)-84, and is accessible via Chrysler Drive and Constitution Drive.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

Tom Smith, Senior Planner
February 2, 2021
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Caltrans acknowledges that the project Vehicle Miles Travelled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant VMT impact and, subsequently, transportation demand measures have been identified to mitigate the impacts when possible.

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cont.**

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

LETTER A1

California Department of Transportation, District 4
Mark Leong, District Branch Chief
February 2, 2021

Response A1-1: This comment acknowledges the adequacy of the Vehicle Miles Traveled (VMT) analysis provided in the Draft EIR. This summary comment, which does not raise concerns regarding the adequacy of the information or analysis provided in the Draft EIR, is noted. No further response is required.



Bradley R. Sena
Attorney at Law

E-mail: bsena@lozanosmith.com

February 2, 2021

By U.S. Mail & E-Mail: tasmith@menlopark.org

Mr. Tom Smith
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Re: Response of Sequoia Union High School District to Draft Environmental Impact Report for the Menlo Uptown Project

Dear Mr. Smith:

This office represents Sequoia Union High School District (“District”). On behalf of the District, we are hereby submitting comments regarding the Draft Environmental Impact Report (“Draft EIR”) prepared by the City of Menlo Park (“City”) for the project to be located on an approximately 4.83-acre site having the addresses of 141 Jefferson Drive, 180 Constitution Drive, and 186 Constitution Drive, Menlo Park, CA (collectively, the “Property”). According to the Draft EIR, the proposed project, sponsored by Uptown Menlo Park Venture, LLC (an affiliate of development company Greystar) (“Developer”), will consist of the demolition of the existing commercial and industrial space and redevelopment of the Property with three residential buildings totaling approximately 471,986 square feet (“sf”) with 441 multi-family rental units, 42 townhomes, and 2,940 sf of office space, associated open space, circulation and parking, and infrastructure improvements (the “Project”). This enormous Project is anticipated to generate approximately 1,242 new residents, and a corresponding increase of approximately 100 new high school students to the District. The Project will be located directly across the street from the District’s TIDE Academy.

Please note that, concurrently with this letter, the District is transmitting its response to the Draft Environmental Impact Report for the 111 Independence Drive Project. Both the 111 Independence Drive Project and the instant Project are mixed-use residential projects proposed in the Bayfront Area of Menlo Park a short distance away from the District’s TIDE Academy. Further, the Initial Studies and Draft EIRs for both projects were prepared by the same firm and are substantially similar. For these reasons, the District’s comments in response to both Draft EIRs are substantially similar.

1

Limited Liability Partnership

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The Draft EIR does not comply with the California Environmental Quality Act (“CEQA,” Pub. Res. Code §§ 21000, *et seq.*) and its implementing regulations (Cal. Code Regs., tit. 14, §§ 15000, *et seq.*, “CEQA Guidelines”), for both technical and substantive reasons. Moreover, the Draft EIR, based on an improper interpretation of statutes added and amended by Senate Bill (SB) 50, does not include sufficient information to evaluate potential environmental impacts both to schools, and related to schools. **Through this letter, the District wishes to emphasize that this Project, in combination with the numerous other projects currently pending before the City, has the potential to have a profound negative effect on the District’s students, their families, and residents who will reside in and near the Project.**

With the foregoing in mind, the District requests that the City revise the Draft EIR to address the serious deficiencies identified in this letter, develop appropriate mitigation measures for impacts that are identified as significant, and then recirculate the revised Draft EIR as required by CEQA. (CEQA Guidelines § 15088.5.)

The District addressed many of these issues with Developer at a meeting on February 25, 2020. Since that meeting, and unlike other developers in the area, Developer has been entirely unresponsive to District’s efforts to have further meetings, and to further discuss potential impacts related to Developer’s numerous projects proposed throughout Menlo Park. The District is hopeful that collaboration with City and Developer, as outlined in this letter, will yield meaningful solutions that alleviate the impacts caused by the Project. District is prepared to provide information as necessary to assist City and Developer in addressing each of the District’s concerns regarding the proposed Project.

I. Background: Initial Study, Notices of Preparation, and District’s Scoping Letter

The District previously submitted comments to the City in response to the City’s Notice of Preparation (“NOP”) and Initial Study (“Initial Study”), on January 10, 2020. The District likewise attended and submitted oral comments during a scoping session held for the Project in December of 2019. A copy of the District’s January comment letter (referred to as the “Prior Comment Letter”) is attached hereto, and incorporated herein by this reference.

Through both Prior Comment Letter and the District’s oral comments, the District specifically requested that the Draft EIR include a description and evaluation of certain information needed to determine whether impacts related to schools are potentially significant. The Prior Comment Letter contains six general areas the District believes must be addressed by the Draft EIR in order to adequately evaluate the school impacts: population, housing, transportation/traffic, noise, air quality, and public services (including schools). Within those categories, the District described 27 subcategories that it requested be evaluated in the Draft EIR. Most of the subcategories were nevertheless not addressed at all in the Draft EIR, and the ones that were addressed received no more than a cursory review. Because such information and environmental analysis was not included in the Draft EIR, the document is inadequate as set forth in more detail below.

1
cont.

2

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II. The Draft EIR does not meet its purpose as an informational document because it fails to provide an adequate description of the environmental setting related to schools.

One of CEQA’s basic purposes is to inform government decision-makers and the public about the potential significant environmental effects of proposed projects and to disclose to the public the reasons for approval of a project that may have significant environmental effects. (CEQA Guidelines § 15002(a)(1) and (a)(4).) In line with this goal, the preparer of an EIR must make a genuine effort to obtain and disseminate information necessary to the understanding of impacts of project implementation. (See, CEQA Guidelines § 15151; *Sierra Club v. State Board of Forestry* (1994) 7 Cal.4th 1215, 1236.)

An EIR must describe existing environmental conditions in the vicinity of the proposed project from both a local and regional perspective, which is referred to as the “environmental setting.” (CEQA Guidelines § 15125.) This description of existing environmental conditions serves as the “baseline” for measuring the qualitative and quantitative changes to the environment that will result from the project and for determining whether those environmental effects are significant. (*Id.*; see also, CEQA Guidelines § 15126.2(a); *Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.* (2013) 57 C4th 439, 447.)

District facilities are a critical part of the Project location’s environment, and should be considered throughout the Draft EIR impact categories. As noted, the Project is located directly across the street from the District’s TIDE Academy (85 feet north of TIDE Academy, according to the Draft EIR). (Draft EIR at 4.5-14.) TIDE Academy’s first year of operations was the 2019/2020 school year. While enrollment was 103 students for the first year of operations, the District anticipates that it will exceed its 400-student capacity at TIDE by the fourth year of operations (2023-2024). The Project is otherwise located within the District’s Menlo Atherton High School attendance boundary. Menlo Atherton High School, which is the county’s largest high school, currently exceeds its capacity by 200 students. The District is inadequately equipped to house these excess students. The proposed Project will be accessed via Jefferson Drive, which road is used by District families, students, and staff to walk, bike, and drive to school from neighborhoods located to the east, west, and south. Jefferson Drive and the Bayfront Area generally have been, and are anticipated to continue being, heavily impacted by traffic, traffic exhaust, and fumes due to increased development in the neighborhood.

The Draft EIR purports to describe the Project’s environmental setting in each of the five environmental impact categories that are analyzed in the Draft EIR. In doing so, the Draft EIR notes the location of TIDE Academy in a few instances. However, the Draft EIR otherwise fails to present any information needed to assess the Project’s environmental impacts on the District, TIDE Academy, or Menlo Atherton High School. For instance, the Draft EIR fails to address the current and projected future enrollment at TIDE or any other District schools that will be affected by the Project; the District’s educational program objectives at TIDE and or Menlo Atherton High School; a description of how the District currently uses its facilities at TIDE or Menlo Atherton High School; and the current vehicular and pedestrian paths of travel used by District staff, students and their families to get to and from these schools, in the context of a neighborhood that

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has already been severely impacted by traffic. Without consideration of these factors, it is impossible for the lead agency and public to assess whether there are any impacts posed by the Project on the District’s students, families, and staff, and whether those impacts are significant.

3
cont.

III. The Draft EIR does not meet its purposes as an informational document because it fails to provide an adequate analysis of environmental impacts on and related to schools.

A. The Draft EIR inappropriately relies on information, analysis, and mitigation measures contained in the “program” EIR prepared for the City’s ConnectMenlo project in 2016.

The Draft EIR improperly “scopes out” numerous environmental impact categories, including “Public Services” impacts related to schools. In doing so, the Draft EIR relies on the analysis of Public Services impacts contained in the Initial Study, which in turn tiers off of the analysis of Public Services impacts contained in the City’s EIR prepared for its General Plan update (referred to as “ConnectMenlo”) in 2016. (Draft EIR at 1-2; Initial Study at 3-45.) Specifically, the Initial Study states as follows:

The ConnectMenlo Final EIR determined that any development associated with ConnectMenlo would be subject to payment of development impact fees, which under Senate Bill 50 (SB 50) are deemed to be full and complete mitigation... Therefore, because the proposed project would comply with existing regulations prepared to minimize impacts related to schools and would be subject to the mandatory payment of developer impact fees pursuant to SB 50, the proposed project would have a less- than- significant impact related to the need for remodeled or expanded school facilities and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

4

(Initial Study at 3-45.)

The ConnectMenlo Draft EIR concluded as follows with regard to development impacts on the District and its facilities:

Because future development under the proposed project would occur incrementally over the 24-year buildout horizon and, in compliance with SB 50, would be subject to pay development impact fees that are current at the time of development, impacts related to the SUHSD would be less than significant.

(Connect Menlo Draft EIR at 4.12-40; emphasis added.)

A “program” EIR is an EIR prepared for a series of small projects that can be characterized as one large project. (14 Cal. Code Regs. § 15168(a).) A project proponent may rely on a program EIR’s analysis of the program’s environmental impacts, mitigation measures, and alternatives in order to engage in a simplified environmental review for a future project contemplated by the program. (*Id.* at subd. (d).) However, when a program EIR is relied on by a future project

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proponent, the new project proponent must carefully examine the impacts addressed in the program EIR and determine whether additional environmental review is required. An agency's evaluation of the sufficiency of a program EIR for later approval of a project contemplated by the program involves a two-step process:

1. First, the agency considers whether the project is covered by the program EIR by determining whether it will result in environmental effects that were not examined in the program EIR. (14 Cal. Code Regs. § 15168(c)(1).)
2. Second, the agency must consider whether any new environmental effects could occur, or new mitigation measures would be required, due to events occurring after the program EIR was certified. (14 Cal. Code Regs. §§ 15168(c)(2), 15162.)

If the project will result in significant environmental impacts that were not examined in the program EIR, then the project proponent must prepare an EIR analyzing those impacts and corresponding mitigation measures. (14 Cal. Code Regs. §§ 15162 and 15168(c)(1); Pub. Res. Code §§ 21100(a), 21151.)

The Initial Study and Draft EIR's reliance on the ConnectMenlo EIR's analysis of potential impacts on the District and its facilities is improper and misguided. Circumstances have changed since the time that the ConnectMenlo EIR was prepared, and the development assumptions underlying the ConnectMenlo project approvals have proven inaccurate. Critically, ConnectMenlo was based on the incorrect assumption that development under the program would take place in an incremental fashion, over the course of 24 years. As noted in the instant Project's Draft EIR, ConnectMenlo envisioned that 4,500 new residential units would be added to the Bayfront Area by 2040. According to the City's current "ConnectMenlo Project Summary Table," development currently proposed and/or completed in the neighborhood would result in the construction of 3,257 net new residential units. This does not include the 540 units that have already been completed at 3639 Haven Avenue and 3645 Haven Avenue, which would bring the total number of residential units to 3,797. This equates to 84% of the total authorized new buildout under ConnectMenlo.¹ It is clear from this trend that full buildout under ConnectMenlo will be achieved well in advance of 2040. The Initial Study acknowledges the fact that this assumption was incorrect in providing that "[a]lthough the ConnectMenlo Final EIR assumed a buildout horizon of 2040, the maximum development potential may be reached sooner than anticipated." (Initial Study at 1-4, fn. 8.)

The Initial Study goes on to provide that "the pace of development would not create additional impacts beyond those identified in the ConnectMenlo Final EIR for topic areas identified in this Initial Study." (*Id.*) The District vehemently disagrees with this conclusion. Contrary to the Draft EIR's assertions on page 3-10, footnote 9, the ConnectMenlo EIR's analysis regarding the General Plan Update's impacts on the District (and on other public services) was founded on the assumption that development of the Bayfront Area would take place in an "incremental fashion."

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¹ <https://www.menlopark.org/DocumentCenter/View/23346/ConnectMenlo-Project-Summary-Table>

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If the City continues to approve new residential development projects at its current pace, the District will be subject to a rapid influx of students to the District’s facilities, which are already at or exceeding capacity. This rapid influx, combined with the existing inadequacies of the District’s school facilities funding sources (as discussed below), will prevent the District from engaging in meaningful long-term facilities planning, and will instead require the District to spend valuable resources on temporary solutions to the District’s facilities problems, such as the purchase and lease of portables. **This influx of students will not only impact the District’s ability to accommodate increased enrollment, but will pose numerous traffic, transportation, safety, air quality, noise, and other impacts affecting the District’s ability to safely and effectively provide its services.** As discussed below, none of these impacts were properly analyzed in the ConnectMenlo EIR, the Initial Study, or the Draft EIR.

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Further, ConnectMenlo did not consider either the program or Project’s specific impacts on the District’s TIDE Academy, as this school did not yet exist when the ConnectMenlo EIR was prepared. Because TIDE Academy is located in the Bayfront neighborhood, it is particularly vulnerable to the thousands of residential units authorized by ConnectMenlo, all of which will be constructed in the Bayfront Area. ConnectMenlo did not consider whether/how the placement of thousands of residential units within a few hundred meters from a District high school would impact the District’s program at TIDE Academy. Accordingly, the Draft EIR’s reliance on the analysis and mitigation measures described in the ConnectMenlo EIR is inappropriate with respect to impacts on the District.

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Finally, as discussed below, ConnectMenlo did not otherwise properly analyze the General Plan update’s impacts on or related to the District and its facilities. Accordingly, the Draft EIR’s reliance on the ConnectMenlo EIR as the basis for disregarding certain Project impacts on the District is improper.

B. The Draft EIR and ConnectMenlo EIR fail to identify and analyze all impacts on school facilities under CEQA’s threshold of significance for Public Services impacts.

The Initial Study, similar to the ConnectMenlo EIR, states that the proposed Project would have a significant “Public Services” impact on schools if it would:

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

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(Initial Study at 3-44.)

In purporting to analyze public services impacts on the District under this threshold, the Initial Study and Draft EIR tier from the analysis of the ConnectMenlo Draft EIR. The ConnectMenlo Draft EIR’s analysis consisted mostly of noting the current enrollment capacity of Menlo Atherton High School and the District’s unspecified plans for construction of a future high school. (ConnectMenlo Draft EIR at 4.12-39-4.12-40.) The ConnectMenlo EIR concluded that

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because the developer would pay developer fees as required by SB 50, any impacts on schools would be less than significant. (ConnectMenlo Draft EIR at 4.12-40.) The instant Project's Draft EIR and Initial Study adopt the same conclusion as the ConnectMenlo EIR, albeit without analyzing the District's facilities capacity in any way. (Initial Study at 3-45; Draft EIR at 5-7.)

Through this short and conclusory analysis, the Initial Study and Draft EIR fail appropriately to analyze the Project's potential impacts under the above-cited Public Services CEQA threshold.

In order to support a determination that environmental impacts are insignificant (and can therefore be scoped out of an EIR), the lead agency must include in either the Initial Study or the EIR the reasons that the applicable environmental effects were determined to be insignificant. (Pub. Res. Code § 21100(c); CEQA Guidelines § 15128.) An unsubstantiated conclusion that an impact is not significant, without supporting information or explanatory analysis, is insufficient; the reasoning supporting the determination of insignificance must be disclosed. (See, *City of Maywood v. Los Angeles Unified Sch. Dist.* (2012) 208 CA4th 362, 393; *San Joaquin Raptor/Wildlife Rescue Ctr. V. County of Stanislaus* (1994) 27 CA4th 713 [findings that project will not pose biological impacts to wetlands must be supported by facts and evidence showing that the lead agency investigated the presence and extent of wetlands on the property, which analysis must be disclosed to the public].)

The approach utilized in the ConnectMenlo EIR, the Initial Study, and the Draft EIR oversimplifies the myriad of ways in which large residential and commercial development projects, like the Project, can impact a school district's need for new or physically altered facilities in order to maintain performance objectives. These documents fail to analyze all potential impacts under this standard, including but not limited to: (1) whether the influx of students would require "physically altered" school facilities unrelated to the accommodation of additional enrollment; (2) whether other impacts of the proposed Project, such as increased traffic, noise, or air pollutants in the neighborhood surrounding TIDE Academy, could impact the District's need for new or physically altered school facilities; and (3) whether other impacts of the proposed Project could otherwise interfere with the District's ability to accomplish its own performance objectives.

The District anticipates that its ability to provide adequate services at TIDE Academy will be severely impacted by the Project. For this reason, the District requested that the Draft EIR identify, describe, and/or analyze the following:

1. Existing and future conditions within the District, on a school-by-school basis, including size, location and capacity of facilities.
2. Adequacy of both existing infrastructure serving schools and anticipated infrastructure needed to serve future schools.
3. District's past and present enrollment trends.
4. District's current uses of its facilities.

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5. Projected teacher/staffing requirements based on anticipated population growth and existing State and District policies.
6. Description of any impacts on curriculum as a result of anticipated population growth.
7. Cost of providing capital facilities to accommodate students on a per-student basis, by the District.
8. Expected shortfall or excess between the estimated development fees to be generated by the Project and the cost for provision of capital facilities.
9. An assessment of the District's present and projected capital facility, operations, maintenance, and personnel costs.
10. An assessment of financing and funding sources available to the District, including but not limited to those mitigation measures set forth in Section 65996 of the Government Code.
11. Any expected fiscal impacts on the District, including an assessment of projected cost of land acquisition, school construction, and other facilities needs.
12. An assessment of cumulative impacts on schools resulting from additional development already approved or pending.
13. Identification of how the District will accommodate students from the Project who are not accommodated at current District schools, including the effects on the overall operation and administration of the District, the students and employees.

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Without consideration of the above, the Draft EIR fails as an informational document.

Finally, the Initial Study and the Draft EIR fail to analyze adequately cumulative public services impacts on the District due to extensive new development within District boundaries. EIRs must discuss cumulative impacts of a project when the project's effects on the environment, viewed in conjunction with impacts of other past, present, or reasonably foreseeable future projects, is cumulatively considerable. (CEQA Guidelines § 15130(a); see, *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 CA4th 713, 720, finding that piecemeal approval of several projects with related impacts could lead to severe environmental harm.) The purpose of the cumulative impacts analysis is to avoid considering projects in a vacuum, because failure to consider cumulative harm may risk environmental disaster. (*Whitman v. Board of Supervisors* (1979) 88 CA3d 397, 408.)

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As noted in the District's most recent School Fee Justification Study (April 2020), the District anticipates that an estimated 17,516 residential units may be constructed within District boundaries over the next 20 years, including approximately 5,500 units in Menlo Park. (SFJS, Appx. C.) Using the District's current student generation rate of 0.2 new high school students

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per residential unit, this new development, which will include numerous other development projects in the Bayfront Area, is anticipated to generate well over a thousand new students to the District. (SFJS at 9.) It is therefore likely that the District will exceed its facilities capacity at various locations throughout its boundaries in the coming years, including at TIDE Academy. The District anticipates both that the combined impact of the Project and all other residential development and commercial development projects in District boundaries and the Project neighborhood will significantly impact the District’s ability to provide its public service in accordance with established performance objectives, and that the Project’s incremental effect is cumulatively considerable.² (CEQA Guidelines § 15130(a).) Because the District currently exceeds capacity in various locations, it is further anticipated that the Project, when viewed in conjunction with numerous other projects, will cause the District to need new or physically altered school facilities, including at TIDE Academy.

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The Initial Study and Draft EIR were required to provide sufficient information for the public and lead agency to assess these impacts and potential mitigation measures. These documents do not provide this information. Rather, the Initial Study and Draft EIR inappropriately rely on the analysis conducted in the ConnectMenlo EIR, which also failed to properly analyze the above impacts.

C. The Draft EIR contains an inadequate discussion of all other “school-related” impacts.

In addition to impacts on the District’s facilities under the Public Services CEQA threshold of significance noted above, the Draft EIR fails adequately to analyze probable Project impacts “related to” schools, as required by CEQA and case law interpreting CEQA. In disregarding these impacts, the Draft EIR and Initial Study attempt to rely on Government Code section 65996, enacted by SB 50. However, reliance on SB 50 and Government Code section 65996 as a panacea to all impacts caused by the Project on the District demonstrates a misunderstanding regarding the law and developer fees.

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By way of background, developer fees are fees that may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. (Ed. Code § 17620.) “Level 1” developer fees are levied against residential and commercial or industrial developments on a price per square foot basis. If a district is able to establish a sufficient “nexus” between the expected impacts of residential and commercial development and the district’s needs for facilities funding, then the district may charge up to \$4.08 per sf of residential development, and up to \$0.66 per sf of commercial

² The Draft EIR contains an inventory of “Cumulative Projects in the Vicinity of the Project Site” on pages 4-3-4-5, but fails to include the proposed, very large mixed-use residential and commercial development project at 123 Independence Drive. It is expected that this project, in combination with the instant Project, will significantly impact District students attending TIDE Academy, and it must be considered when analyzing cumulative impacts on and related to schools.

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development, which statutory amounts may be increased every two years based on the statewide cost index for class B construction.³

From a practical standpoint, the amount of developer fees received by school districts typically fall woefully short of alleviating the impacts caused by development. This is due largely to the facts that: (1) statutory developer fee amounts fail to acknowledge the differences in costs of school construction from one district to another, which particularly burdens school districts in the Bay Area, where both land and construction costs exceed other parts of the state; (2) **the developer fee amounts fail to contemplate the special facilities needs of those districts experiencing rapid growth, such as the need for portables**; and (3) the adjustment formula for developer fees is based on a “construction cost index” and does not include indexing related to the increases in land costs, resulting in the actual costs of facilities (i.e., land and improvements) increasing at a greater rate than the adjustment.

The inadequacy of developer fees as a source of funding for school facilities has forced school districts to rely increasingly on other sources of funding, primarily including local bond funds and State bond funds administered under the State’s School Facilities Program (SFP). However, these sources of funds can be equally unreliable. Local bond funds are difficult to generate, as local bonds are subject to school district bonding capacity limitations and voter approval. State funds are also unreliable and take considerable time to obtain, especially during this time of funding uncertainty caused by the outbreak of COVID-19. Either way, the funding formula was never intended to require the State and local taxpayers to shoulder a disproportionate portion of the cost of school facilities.

SB 50 declares that the payment of the developer fees authorized by Education Code section 17620 constitutes “full and complete mitigation of the impacts of any legislative or adjudicative act on the provision of adequate school facilities.” (Gov. Code § 65995(h); see also, Gov. Code § 65996(a).) **However, California courts have since acknowledged that developer fees do not constitute full and complete mitigation for school-related impacts other than impacts “on school facilities” caused by overcrowding.** (*Chawanakee Unified Sch. Dist. v. Cty. of Madera* (2011) 196 Cal.App.4th 1016 (“*Chawanakee*”).) *Chawanakee* addressed the extent to which the lead agency (Madera County) was required to consider school related impacts in an EIR for new development. The court determined that SB 50 does not excuse a lead agency from conducting environmental review of school impacts other than an impact “on school facilities.” The court required that the County set aside the certification of the EIR and approvals of the project and take action necessary to bring the EIR into compliance with CEQA. (*Id.* at 1029.) In so holding, the court explained as follows:

[A]n impact on traffic, even if that traffic is near a school facility and related to getting students to and from the facility, is not an impact 'on school facilities' for purposes of Government Code section 65996, subdivision (a). From both a chronological and a molecular view of adverse physical change, the additional students traveling to existing

³ Due to a Fee Sharing Agreement between the District and its elementary feeder school districts, the District is currently authorized to impose fees of \$1.63 per square foot for residential construction (40% of \$4.08), and \$0.26 per square foot for commercial/industrial construction (40% of \$0.66).

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schools will impact the roadways and traffic before they set foot on the school grounds. From a funding perspective, the capped school facilities fee will not be used by a school district to improve intersections affected by the traffic. Thus, it makes little sense to say that the impact on traffic is fully mitigated by the payment of the fee. In summary ... the impact on traffic is not an impact on school facilities and, as a result, the impact on traffic must be considered in the EIR.

(*Id.* at 1028-29.)

Thus, contrary to the assertions of the Initial Study and Draft EIR, the payment of fees does not constitute full mitigation for all impacts caused by development, including those related to traffic, noise, biological resources, air quality, pedestrian safety, and all other types of impacts “related to” the District and its educational program. The Draft EIR’s approach is significantly flawed and inconsistent with the requirements of *Chawanakee*, as it failed to analyze 27 sub-categories of information that are necessary to determine whether the Project results in significant environmental impacts both on and *related to* schools.

Specific areas where the Draft EIR and Initial Study failed adequately to evaluate school-related impacts are discussed below:

i. Traffic/Transportation/Circulation

Though the Draft EIR generally analyzes the traffic impacts anticipated by the Project, its analysis is inadequate, particularly as related to schools. The following issues require the City to revise and recirculate the Draft EIR.

As explained in the Prior Comment Letter, the Draft EIR was required to address potential effects related to traffic, including noise, air quality, and any other issues affecting schools. (Pub. Resources Code, §§ 21000, *et seq.*; Cal. Code Regs., tit. 14, §§ 15000, *et seq.*; *Chawanakee, supra*, 196 Cal.App.4th 1016.) Additionally, specifically related to traffic, the Draft EIR was required to analyze safety issues related to traffic impacts, such as reduced pedestrian safety, particularly as to students walking or bicycling to and from TIDE Academy; potentially reduced response times for emergency services and first responders traveling to these schools; and increased potential for accidents due to gridlock during school drop-off and pick up hours.

The requirement to analyze student safety issues is rooted in both the California Constitution and CEQA. Article I, section 28(c), of the California Constitution states that all students and staff of primary, elementary, junior high, and senior high schools have the inalienable right to attend campuses that are “safe, secure, and peaceful.” CEQA is rooted in the premise that “the maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.” (Pub. Res. Code § 21000(a).) Naturally, safety is crucial in the maintenance of a quality environment. “The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.” (Pub. Res. Code § 21000(d).) The

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Legislature has made clear in declarations accompanying CEQA's enactment that public health and safety are of great importance in the statutory scheme. (Pub. Res. Code §§ 21000 (b), (c), (d), (g); 21001(b), (d) (emphasizing the need to provide for the public's welfare, health, safety, enjoyment, and living environment.) (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 386.)

In order to fully understand these issues, the District requested that the Draft EIR include the following:

14. The existing and the anticipated vehicular traffic and student pedestrian movement patterns to and from school sites, including movement patterns to and from TIDE Academy, and including consideration of bus routes.
15. The impact(s) of increased vehicular movement and volumes caused by the Project, including but not limited to potential conflicts with school pedestrian movement, school transportation, and busing activities to and from TIDE Academy.
16. The estimated travel demand and trip generation, trip distribution and trip assignment by including consideration of school sites and home-to-school travel.
17. The cumulative impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending.
18. The direct, indirect, and cumulative impacts on the circulation and traffic patterns in the community as a result of traffic generated by the transportation needs of students to and from the Project and schools throughout the District during the Project build-out.
19. The impacts on the routes and safety of students traveling to school by vehicle, bus, walking, and bicycles.

The Draft EIR fails to analyze any of the above categories of information. There is, therefore, no way for the lead agency or the public to assess whether the Project will pose a traffic impact related to the District's provision of public services.

As noted in the Prior Comment Letter, the District anticipates that the construction and operation of the proposed Project will have significant impacts on traffic, transportation, circulation, and student safety.

Regional vehicular access to the Property is provided by US Highway 101 (US 101), via the Marsh Road on- and off- ramps located to the west and State Route 84 (SR 84 or the Bayfront Expressway) located to the north. Access to the Project will be provided via Jefferson Drive and Constitution Drive. The Bayfront Area of Menlo Park has experienced a drastic impact in traffic over the last ten to fifteen years as the City has continued to approve of newer corporate

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campuses and mixed biotechnology, commercial, office, and residential land uses. ConnectMenlo calls for an increase of 4.7 million square feet of non-residential office space, 850 hotel rooms, 5,430 residential units, 13,960 residents, and 20,150 employees, all within the Bayfront Area.⁴ ConnectMenlo concluded that the additional development would result in significant and unavoidable impacts to roadway segments and increase peak hour delays at intersections from increased traffic, even after the mitigation measures called for in the General Plan Update are implemented (if ever).⁵

The Level of Service (LOS) analysis included in the Project's Draft EIR further reveals that the intersections surrounding the Project site and TIDE Academy, including the intersections of Marsh Road/Bayfront Expressway, Chrysler Drive/Independence Drive, Chilco Street/Constitution Drive, Willow Road/Bayfront Expressway, and University Avenue/Bayfront Expressway, are currently operating at an LOS of 'D' or worse at one or more peak hours, and do not meet the City's desired LOS standards. (Draft EIR, Appx. E, at 10-11.) Per the Draft EIR, traffic generated by the Project, in conjunction with other near term projects expected to be approved, would also cause the levels of service at the intersection of Chrysler Drive/Constitution Drive to drop to an 'F,' and would further degrade the levels of service at numerous other intersections. (Draft EIR at 4.2-43-4.2-44.) In analyzing intersection Levels of Service under "Cumulative (2040) Plus Project Conditions," the Draft EIR shows that most intersections in the Project neighborhood will be operating out of compliance with the City's Circulation Policy goals. (Draft EIR at 4.2-53-4.2-54.) While the Draft EIR discusses certain improvement measures that the City may take to resolve these traffic issues, including the payment of transportation impact fees to fund some (but not all) of the improvement measures, it is unclear from the Draft EIR exactly when or if these measures will be accomplished. (See, e.g., Draft EIR at 4.2-48 ["While the improvements to the westbound approach are included in the City's TIF program, the improvements on the other approaches are beyond those in the TIF program and payment of the TIF would not entirely address the change to LOS as a result of project traffic"]; see also, Draft EIR, Appx. E, at 16 and 17 ["The implementation timeline of these proposed improvements [to walking, biking, and transit facilities] is unknown"].) In addition to deficient vehicular intersections, the Draft EIR states that the "network of sidewalks, crosswalks, and curb ramps are discontinuous in the vicinity of the proposed project." (Draft EIR at 4.2-7.) Finally, the Draft EIR goes on to note several sidewalk gaps that exist in the Bayfront Area. (*Id.*)

The construction of, and traffic generated by, the Project will severely exacerbate the existing inadequacies in the City's roadways/sidewalks noted above, the already stifling traffic in the general area and Bayfront Area, and the safety issues posed thereby. These impacts will severely inhibit the District's ability to operate its educational programs, including at TIDE Academy. However, none of these issues were properly analyzed in the ConnectMenlo EIR or the Draft EIR.

⁴ Menlo Park Small High School Project Final EIR (October 6, 2016), p. 2-12; ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update Draft EIR (June 1, 2016), Table 3-2.

⁵ Menlo Park Small High School Project Final EIR (October 6, 2016), pp. 2-15 – 2-16; ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update (June 1, 2016), p. 4.13-73.

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The Draft EIR shows that the proposed Project is anticipated to impede circulation in the Bayfront Area, and clog the access roads to, from, and around the District’s TIDE Academy. (See, 5 Cal. Code Regs. § 14010(k), which requires that school facilities be easily accessible from arterial roads.) The TIDE Academy driveway is located almost directly across Jefferson Drive from the Project’s proposed entryway. Both TIDE Academy and the proposed Project would be accessed by the same roads, including Jefferson Drive, Independence Drive, Constitution Drive, and the immediately surrounding streets. In addition to drawing thousands of new residents to the area, including an estimated 100 new high school students, the proposed Project will draw thousands of daily office commuters, visitors, and emergency access vehicles from around the Bay Area.

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As indicated in the City’s General Plan, and as shown in the Draft EIR, the City’s roads and intersections are not currently equipped to accommodate such high density development and high levels of traffic. (See, e.g., Draft EIR at 4.2-23-4.2-26 [ConnectMenlo EIR found significant and unavoidable impacts to several different elements of the City’s transportation system due to project buildout].) Jefferson Drive is a narrow two-lane road. Accordingly, such increases to traffic in the area will not only make it much more difficult for students and staff to travel to and from TIDE Academy, but will also **drastically increase the risk of vehicular accidents to District families, students, and staff traveling to and from school**. For instance, many students at TIDE Academy access the school by turning onto Independence Drive from Marsh Road (immediately to the northwest of the Property). This turn is already extremely dangerous, as it requires drivers essentially to complete a 180 degree turn, with no visibility of the cars and/or people traveling on Independence Drive. By packing hundreds of new residents and visitors into the western Bayfront Area, the Project will be magnifying this dangerous road condition, further placing District students, families, and staff in harm’s way. This roadway condition was not discussed in the Draft EIR.

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In addition to increased risks of vehicular accidents, the Draft EIR fails to analyze how traffic and parking impacts posed by the Project will impact the safety and convenience of TIDE Academy students who walk or bike to school. Title 5 of the California Code of Regulations requires that school sites be located within a proposed attendance area that encourages student walking and avoids extensive bussing. (5 Cal. Code Regs. § 14010(l).) To mitigate the impacts of increased traffic in the Bayfront Area, the District has committed to develop and implement a Travel Demand Management Plan. Through this Plan, the District encourages the use of student walking, biking, and other alternative means of student transport to school.⁶ Further, to mitigate the impacts of conflicts and/or dangerous interactions between pedestrians, bicyclists, and vehicles, the District agreed to prepare a “Safe Routes to School Map” that identifies facilities such as traffic lights, crosswalks, and demarcated bikeways that promote safe routes to school.⁷

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⁶ Menlo Park Small High School Project Draft EIR (July 8, 2016), p. S-4; The City of Menlo Park’s Comprehensive Bicycle Development Plan (2005) identifies school-aged bicycle commuters as one of the two key bicycle commute groups utilizing the City’s bicycle infrastructure.

⁷ Menlo Park Small High School Project Draft EIR (July 8, 2016), p. S-6.

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The Draft EIR notes the following goals and policies from the City’s General Plan related to the safe promotion of alternative modes of transportation:

- Goal CIRC-1: Provide and maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe, and active community and quality of life throughout Menlo Park.
- Goal CIRC-2: Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.
- Policy CIRC-2.14. Impacts of New Development. Require new development to mitigate its impacts on the safety...and efficiency...of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, and transit connections, amenities and improvements in proportion with the scale of proposed projects; and facilitate appropriate or adequate response times and access for emergency vehicles.
- Policy CIRC-3.4: Level of Service. Strive to maintain level of service D at all City-controlled signalized intersections during peak hours...
- **Policy CIRC-6.4: Employers and Schools. Encourage employers and schools to promote walking, bicycling, carpooling, shuttles, and transit use.**

(Draft EIR at 4.2-17-4.2-19; emphasis added.)

Further, and as noted by the ConnectMenlo EIR (but excluded from the instant Project’s Draft EIR), the City has committed itself to supporting “Safe Routes to School programs to enhance the safety of school children who walk and bike to school” in General Plan Policy CIRC-1.9. (City of Menlo Park General Plan (Nov. 29, 2016), Circulation Element at CIRC-16.)

While the Draft EIR purports to analyze whether the Project complies with the above policies, the Draft EIR does not include adequate information or analysis regarding the transportation needs and patterns of District students, including those attending TIDE Academy. The Draft EIR likewise fails to consider how extreme increases in traffic on roads that are already narrow and crowded will impact the safety of students traveling to and from TIDE Academy. Rather, in assessing whether the Project would be consistent with Policy CIRC-6.4 related to Employers and Schools, the Draft EIR doesn’t even mention schools in simply stating that the “proposed project would develop and implement a TDM plan that includes measures encouraging employers to promote walking, bicycling, carpooling, shuttles, and transit use.” (Draft EIR at 4.2-33.) This analysis is not adequate under CEQA, as it does not provide the public with sufficient information as to whether the Project will comply with the City’s General Plan policies.

The Draft EIR likewise provides only surface-level analysis regarding the Project’s compliance with other City policies related to the promotion of safe alternative modes of transportation. The

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Draft EIR notes that there are several existing deficiencies with pedestrian facilities within and in the vicinity of the Project site, including discontinuous sidewalks, crosswalks, and curb ramps, as well as sidewalk gaps. (Draft EIR at 4.2-7.) The Draft EIR also notes that the Project would involve the addition of a paseo and a small portion of sidewalk intended to encourage the use of pedestrian facilities. (Draft EIR at 4.2-31.) However, the analysis completely fails to consider how the probable increase in traffic congestion to the area could exacerbate existing deficiencies with pedestrian facilities, thereby posing severe safety issues to pedestrian use of the Project neighborhood. Contrary to assertions in the Draft EIR, the new criteria established in CEQA Guidelines section 15064.3 for analyzing transportation impacts does not excuse a lead agency from analyzing and mitigating traffic congestion impacts where such impacts may cause significant impacts on air quality, noise, and pedestrian safety. (Pub. Res. Code § 21099(b)(3).)

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The inadequate parking proposed for the Project will also magnify issues related to pedestrian safety. While inadequate parking in and of itself may not be considered a significant impact under CEQA, the Draft EIR is still required to provide sufficient information regarding any secondary impacts that may result from inadequate parking, such as safety impacts to students traveling to and from school. (See, *Covina Residents for Responsible Development v. City of Covina* (2018) 21 CA5th 712, 728.) While the number of parking spaces proposed for the Project would satisfy the City's Municipal Code requirements, the Draft EIR notes that demand for parking generated by the Project would exceed the proposed supply by at least 80 spaces. (Draft EIR at 4.2-68.) This will result in an increased demand for public parking spaces in the streets surrounding TIDE Academy and the Property, which will in turn lead to more crowded streets and a higher potential for conflicts between vehicles and pedestrians. These secondary impacts on pedestrian and student safety caused by inadequate parking must be analyzed.

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Finally, the Draft EIR's cumulative traffic impacts analysis is deficient. As noted above, EIRs must discuss cumulative impacts of a project when the project's effects on the environment, viewed in conjunction with impacts of other past, present, or reasonably foreseeable future projects, is cumulatively considerable. (CEQA Guidelines § 15130(a).) (See, *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 CA4th 713, 720.) While a lead agency may incorporate information from previously-prepared program EIRs into the agency's analysis of a project's cumulative impacts, the lead agency must address all cumulative impacts that were not previously addressed in the program EIR. (Pub. Res. Code § 21083.3(c); 14 CCR 14183(b)(3).)

The Project's above-discussed anticipated traffic and safety impacts on the District, combined with the anticipated traffic and safety impacts of the vast number of development projects that have recently been approved and are being considered for approval in the Bayfront Area, and specifically the western Bayfront Area, are cumulatively considerable. Each of the large mixed-use projects proposed in the Bayfront Area alone promises drastically to increase traffic in the neighborhood, resulting in air quality, noise, and safety issues for District families and staff attending TIDE Academy. When considered together, these collective impacts on traffic, safety, and air quality in the neighborhood will be devastating. All of these impacts are exacerbated by the rapidity at which the City is approving of development projects in the Bayfront Area, as the City's roadways have not been updated to handle the increase in traffic associated with full buildout under ConnectMenlo. These cumulative impacts on the District's TIDE Academy were

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not adequately discussed in the ConnectMenlo EIR or the Project’s Draft EIR. The District recognizes the need for housing and is not opposed to it, so long as the City ensures that all impacts that new developments have on and related to the District are adequately mitigated.

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cont.

ii. Air Quality

The Draft EIR analyzes air quality impacts posed by construction and operation of the Project. The Draft EIR further recognizes that the proposed Project would pose a significant environmental impact if it would expose “sensitive receptors,” including schools, to substantial pollutant concentrations. (Draft EIR at 4.3-30.) The Draft EIR does not, however, specifically discuss potential construction and operational air quality impacts as they pertain to the District’s TIDE Academy, and students traveling to and from TIDE Academy. Air quality impacts on the District, its students, and staff have the potential to disrupt classes, prevent students from being outside during construction, and prevent students from traveling to and from TIDE Academy during construction. The Draft EIR is, therefore, required to analyze the following:

- 20. The direct and indirect air quality impacts of the Project on the District’s TIDE Academy, including District students, families, and staff walking to and from TIDE Academy.
- 21. The cumulative air quality impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending in the City and Project neighborhood.

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As the Air Quality impacts discussion does not provide sufficient information needed to analyze air quality impacts on the District’s students and TIDE Academy, the discussion of air quality impacts is lacking, and the Draft EIR is not in compliance with CEQA.

iii. Noise

As with its analysis of Air Quality impacts, the Draft EIR notes that TIDE Academy is a nearby “sensitive receptor.” As such, the Draft EIR appears to acknowledge that noise impacts on the District’s TIDE Academy must be analyzed. (See, Draft EIR at 4.5-14.) The Draft EIR discusses how Project construction may pose potentially significant impacts on sensitive receptors due to the generation of excessive groundborne vibration or groundborne noise levels. (Draft EIR at 2-13.) The document concludes that vibration impacts to sensitive receptors within 200 feet of the Project (presumably including TIDE Academy) will be analyzed at a later date, and vibration impacts to nearby receptors “shall not exceed the vibration annoyance levels” for workshop, office, residential daytime, and residential nighttime property uses. (*Id.*)

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This deferred analysis of vibration impacts is improper, as it fails to provide the District and lead agency with a sufficient degree of analysis to make an intelligent judgment concerning the Project’s environmental impacts. (CEQA Guidelines §§ 15121(a) and 15151; see, *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 CA4th 48, 104 [holding that EIR must disclose information that is indispensable to a reasoned analysis of an issue], overruled on other

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grounds in *Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.* (2013) 57 CA4th 439.)

Further, the Draft EIR’s analysis of noise impacts generally contains insufficient quantifiable data and analysis that would allow the public and lead agency to understand whether noise and/or vibration generated from either construction or operation of the proposed Project, including in combination with all past, present, and reasonably foreseeable future projects, would cause significant impacts on the District’s educational program at TIDE Academy. Noise impacts could disrupt classes, prevent students from being able to be outside due to overwhelming outside noise that would affect teachers’ abilities to monitor and direct students because they cannot be heard, and lastly, could affect the interior of buildings students are housed in. For these reasons, the District requested that the following information be discussed and analyzed in the Draft EIR:

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cont.

- 22. Any noise sources and volumes which may affect school facilities, classrooms, and outdoor school areas.

Because the Draft EIR did not include sufficient quantifiable information related to the generation of noise and vibration impacts on TIDE Academy, the Draft EIR fails to serve its informational purpose.

iv. Population and Housing

The District anticipates that this Project will generate 100+ students, and specifically requested that the Draft EIR analyze:

- 23. Historical, current, and future population projections for the District.

Related, the District requested that the following categories of information pertaining to housing be addressed:

- 24. The type and number of anticipated dwelling units indirectly resulting from the Project.
- 25. The average square footage for anticipated dwelling units, broken down by type of unit, indirectly resulting from the Project.
- 26. The estimated amount of development fees to be generated by development in accordance with implementation of the Project.
- 27. The phasing of residential and development over time from inception to build-out of the Project.
- 28. The anticipated number of units available for low-income housing.

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While the Draft EIR noted the anticipated number of low-income housing units, the Draft EIR otherwise fails adequately to address the above categories of information.

As explained in the Prior Comment Letter, population growth or shrinkage is a primary consideration in determining the impact that development may have on a school district, as a booming population can directly impact the District and its provision of educational services, largely because of resulting school overcrowding, while a district with declining enrollment may depend on new development to avoid school closure or program cuts. Overcrowding can constitute a significant impact within the meaning of the CEQA. (See, Cal. Code Regs., tit.14, §§ 15064(e).) This is particularly true where the overcrowding results in unsafe conditions, decreased quality of education, the need for new bus routes, and a need for new school construction. (See, *Chawanakee, supra*, 196 Cal.App.4th 1016.)

The foregoing categories of information are critical for determining the extent of both physical and fiscal impacts on the District caused by increased population growth. As discussed above, California school districts are dependent on developer fees authorized by the provisions of Government Code sections 65995, *et seq.*, and Education Code sections 17620, *et seq.*, for financing new school facilities and maintenance of existing facilities. The developer fees mandated by section 65995 provide the District the bulk of its local share of financing for facilities needs related to development. The adequacy of the statutory development fees to offset the impact of new development on local school districts can be determined only if the types of housing and average square footage can be taken into consideration. For instance, larger homes often generate approximately the same number of students as smaller homes. At the same time, however, a larger home will generate a greater statutory development fee, better providing for facilities to house the student being generated. It is for these reasons that the Government Code now requires a school district to seek – and presumably to receive – such square footage information from local planning departments. (Gov. Code § 65995.5(c)(3).)

While the foregoing funding considerations present fiscal issues, they translate directly into physical, environmental impacts, in that inadequate funding for new school construction can result in overcrowding of existing facilities. Furthermore, fiscal and social considerations are relevant to an EIR, particularly when they either contribute to or result from physical impacts. (Pub. Res. Code § 21001(g); Cal. Code Regs., tit.14, §§ 15021(b), 15131(a)-(c), 15142 & 15382.)

Phasing of development is also a crucial consideration in determining the extent of impact on schools. Timing of development determines when new students are expected to be generated, and it therefore is an important consideration, particularly when considering the cumulative impact of a project in conjunction with other approved or pending development.

The District requests that the Draft EIR be modified to include the above categories of information so that the lead agency, District, and the public may adequately understand the direct and indirect impacts of the Project on the District. (CEQA Guidelines § 15126.2(a) [requires consideration of indirect impacts].)

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IV. SB 50 does not absolve lead agencies of their responsibility to ensure General Plan consistency.

In *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, the Court held that project approvals and findings must be consistent with the lead agency’s general plan, and that the EIR for such a project must provide sufficient information for the lead agency to make an informed decision regarding such consistency. A project is consistent with the general plan if it will further the objectives and policies of the general plan and not obstruct their attainment. (See *Endangered Habitats League, supra*, 131 Cal.App.4th 777, 782, quoting *Corona-Norco Unified School District v. City of Corona* (1993) 17 Cal.App.4th 985, 994.)

Fostering quality education should be a priority to the City. As discussed above, the City’s General Plan includes goals to support “Safe Routes to School programs to enhance the safety of school children who walk and bike to school,” and to encourage schools to promote walking, bicycling, carpooling, shuttles, and transit use. (General Plan at CIRC-16, CIRC-25.) The General Plan also includes Land Use Policy LU-1.7, which states that the City shall “encourage excellence in public education citywide, as well as use of school facilities for recreation by youth to promote healthy living.” (General Plan at LU-19.)

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As discussed at length above, substantial evidence in the record establishes a significant possibility that the Project, in conjunction with all other projects being considered in the Bayfront Area of Menlo Park, by generating thousands of new residents and vehicles to the area within a few years, will have a negative impact on students, education, and educational facilities. These impacts, which were not adequately analyzed in the Draft EIR, will directly impede the fulfillment of the above General Plan policies and goals. The simple payment of developer fees will not adequately mitigate the impacts of development on the District’s schools. Thus, approval of the Project without adopting any feasible measures to address the negative impacts on schools would be contrary to the City’s General Plan.

V. The proposed mitigation measures and Project alternatives are inadequate to reduce the impacts related to schools to a less than significant level.

Based on the deficiencies of the Draft EIR described above, it is District’s position that the Draft EIR’s conclusion that payment of school impact fees will mitigate school impacts to a less than significant level is inaccurate. Since the Draft EIR is lacking in detailed discussion and analysis of existing and projected Project conditions, taking into account both the impact *on* school facilities and the impacts *related to* schools, the City cannot accurately reach the conclusion that developer fees are adequate to mitigate the Project’s school impacts because all impacts have not been evaluated.

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Furthermore, the Draft EIR’s conclusion that SB 50 limits the City’s ability to prescribe other types of school mitigation for the Project is unsupported by law. Rather, under the Government Code, the City has a duty to coordinate with the District to provide effective school site planning. The City should consider Project alternative and/or alternative mitigation measures, such as those proposed below, to fulfill that duty.

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A. The Legislature Intended Coordinated Planning for School Sites

Government Code sections 65352 and 65352.2 (all subsequent code sections refer to the Government Code unless otherwise specified) require local cities and counties to coordinate planning of school facilities with school districts. The Legislature confirmed that the parties are meant to coordinate “[o]ptions for the siting of new schools and whether or not the local city or counties existing land use element appropriately reflects the demand for public school facilities, and ensures that new planned development reserves location for public schools in the most appropriate locations.”

The Legislature recognized that new planned development should take into consideration and even “reserve” where schools would be located to serve the development because schools are as integral a part of planning for new development as is any other public service, such as fire, police, water and sewer. As it relates to this case, the intent behind sections 65350, *et seq.*, supports the District’s position that the City must analyze whether the District’s current facilities are adequate to accommodate and serve both its existing population and the new development, particularly in light of the Project impacts and cumulative factors addressed in this letter. The City can help the District provide adequate facilities resulting from any impacts of the Project, which are not addressed by developer fees, by requiring alternative mitigation measures to assure that there are adequate school facilities available to accommodate the District’s needs.

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B. Alternative Mitigation Measures

District proposes the following possible alternative mitigation measures to address impacts related to schools, each of which begin to address the actual school related impacts discussed above.

1. Land Dedication

One possible mitigation method that the District discussed during its meetings with the Developer in February 2020, but which was not addressed meaningfully in the Draft EIR, would be for the City to consider adopting findings requiring any developer building as part of the development allowed by the Project to dedicate land and/or funding pursuant to Government Code sections 65970, *et seq.*, which permit the City to require a developer to dedicate land to a school district.

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Section 65974 specifically states that “for the purpose of establishing an interim method of providing classroom facilities where overcrowded conditions exist, . . . a city, county, or city and county may, by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both, for classroom and related facilities for elementary or high schools as a condition to the approval of a residential development.” Nothing in SB 50/Government Code section 65996 precludes this approach. Land dedication is a permissible mitigation measure under Government Code sections 65995, *et seq.* Section 65995(a) specifically states that “[e]xcept for a fee, charge, dedication, or other requirement authorized under Section 17620 of the Education Code, or pursuant to Chapter 4.7 (commencing with Section 65970), a fee, charge, dedication or other requirement for the construction or reconstruction of school facilities may not

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be levied. . . .” (Emphasis added.) Section 65995 expressly excludes Chapter 4.7, inclusive of section 65974, from this limitation, thus permitting a city to address conditions of overcrowding in school facilities or inadequately sized school sites by requiring, for example, the dedication of land.

A land dedication requirement would be good public planning benefiting all residents of the community, including future residents of the Project. Land suitable for new school facilities in Menlo Park is already extremely scarce; it will only become more so if the Project is implemented and further development occurs. Under Government Code sections 65352 and 65352.2, the City has a duty to help plan for adequate services to its residents by ensuring that future sites are set aside for schools. Failure to do so leads to inadequate services, future controversies, and the potential need for a school district to exercise its rights under eminent domain, displacing existing residents. Therefore, mitigation for the impacts stemming from the Project that are not considered in the Draft EIR are and can be made available even after SB 50.

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cont.

2. Phasing

Another method by which the City can work cooperatively with the District within all legal constraints to ensure adequate school facilities with regard to new development allowed by the Project, and which therefore can serve as an appropriate mitigation measure, is the requirement that all future development be phased, including all future development contemplated by ConnectMenlo. Timing development so as to balance the availability of school facilities with new development can significantly aid the District in its attempt to provide for the additional students who will be generated as a result of the Project and development following approval of the Project. Such phasing is not a denial of new development on the basis of insufficient school facilities in contravention to SB 50; it is instead appropriate planning to offset the impacts of new development.

VI. Conclusion

Recirculation is required when the new information added to an EIR discloses: (1) a new substantial environmental impact resulting from the project or from a new mitigation measure proposed to be implemented (CEQA Guidelines § 15162 (a)(1), (3)(B)(1)); (2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance (CEQA Guidelines, § 15162 (a)(3)(B)(2)); (3) a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project's proponents decline to adopt (CEQA Guidelines §15162 (a)(3) (B)(3), (4)); or (4) that the draft EIR was so fundamentally and basically inadequate and conclusory in nature that public comment on the draft was in effect meaningless (*Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043); *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1130, as modified on denial of reh'g (Feb. 24, 1994).)

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It is the District's position that the Draft EIR is incomplete, and does not adequately analyze the Project's potential impacts related to schools, or mitigation measures that would lessen these impacts. The safety of students is paramount to the District, and these safety concerns are not

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adequately addressed in the Draft EIR as currently constituted. Changes must be made to preserve the safety of the students and allow them to enjoy productive time at school, free from excessive traffic, noise, and pollution. Therefore, the District demands that the Draft EIR be updated and recirculated.

District encourages the City and Developer to work cooperatively with the District and consider alternative mitigation measures, such as phasing and land dedication, which can assist in adequately mitigating the impacts on the District's schools and the affected surrounding environment.

Sincerely,

LOZANO SMITH



Bradley R. Sena

BRS/mag

Enclosure

cc: Crystal Leach, Interim Superintendent (cleach@seq.org)



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January 10, 2020

By U.S. Mail & E-Mail: TASmith@menlopark.org

Tom A. Smith
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Re: Response of Sequoia Union High School District to Notice of Preparation of Focused Environmental Impact Report for Menlo Uptown Project

Dear Mr. Smith:

Sequoia Union High School District ("District") appreciates the opportunity to provide comments and input regarding the Notice of Preparation of an Initial Study and Environmental Impact Report for the Menlo Uptown Project ("Project"). Specifically, this letter responds to the City of Menlo Park's ("City") invitation to submit comments on the proposed scope and content of the Focused Environmental Impact Report ("EIR") that is planned to be prepared for the Project.

The District is particularly interested in and concerned about this Project because it is located directly across the street from the District's TIDE Academy on Jefferson Drive. The District requests that all direct and indirect impacts related to the Project's proximity to a school be thoroughly reviewed, analyzed, and mitigated.

The Project, sponsored by Uptown Menlo Park Venture, LLC ("Developer"), is proposed to be located at the approximately 4.83-acre site having the addresses of 141 Jefferson Drive, 180 Constitution Drive, and 186 Constitution Drive, Menlo Park, CA (collectively, the "Property"), which was previously a technology park consisting of three single story commercial and industrial buildings. The Developer is proposing to demolish the existing commercial and industrial space and redevelop the Property with three residential buildings totaling approximately 466,000 square feet ("sf") of gross floor area with 441 multi-family rental units, 42 townhomes, and 2,100 sf of commercial space, associated open space, circulation and parking, and infrastructure improvements. This Project, which will require a number of entitlements from the City, is anticipated to

generate approximately 14,150 new residents, and a corresponding increase of approximately 100 new high school students.

The City, through its Initial Study, concludes that the Project will have no additional impacts on the District's ability to provide its public service, other than those impacts addressed in the ConnectMenlo Final Environmental Impact Report ("ConnectMenlo EIR") that was certified by the City on December 6, 2016. Accordingly, the City is attempting to rely on the ConnectMenlo EIR as grounds to prepare a "focused," or limited EIR, which does not evaluate the Project's impacts on the District's ability to provide its public service. We believe that this approach is improper, and the limited scope of the City's proposed EIR inappropriate. Rather, the EIR prepared for the Project must contain a detailed discussion of the Project's potential impacts on the District, and manners in which to mitigate those impacts.

Neither the Initial Study nor the ConnectMenlo EIR adequately evaluated the Project's impacts to the District and, in particular, the District's TIDE Academy. Neither study adequately addressed how the Project will impact the District's abilities to house its students; how the Project's impacts on transportation, traffic, and circulation in the area will impact air quality at the TIDE Academy, as well as the safety and convenience of District students, parents, and staff; and generally how the Project will impact the District's ability to deliver its educational program at TIDE Academy. All of these impacts, in addition to mitigation measures for same, must be analyzed in the EIR for the Project.

District staff attended the Planning Commission scoping meeting for this Project and was pleased by some of the comments made by the Commissioners supporting consideration of the District. The District met with various developers of projects in the area, but has had very limited interaction with the Developer of this Project (Greystar Partners). We are hopeful that we will be able to forge a more collaborative relationship and discussion as this Project continues through the planning and approval stages.

The District submits these comments in order to preserve its concerns and rights regarding the proposed scope and content of the proposed EIR.

Inappropriate Reliance on ConnectMenlo EIR

By contending that the ConnectMenlo EIR is a "program" EIR for purposes of evaluating the Project's impacts, the City relies on the ConnectMenlo EIR as its basis for preparing a "focused," or simplified EIR for the Project. Due to the City's failure to appropriately consider the ConnectMenlo program's impacts on the District's ability to provide its public service in the first place, and due to changed circumstances since the time that the ConnectMenlo EIR was prepared, the City's reliance on the ConnectMenlo EIR as the basis for disregarding certain Project impacts on the District is improper and misguided.

A "program" EIR is an EIR prepared for a series of small projects that can be characterized as one large project. (14 Cal. Code Regs. § 15168(a).) A project proponent may rely on a program EIR's analysis of the program's environmental impacts, mitigation measures, and alternatives in order to engage in a simplified environmental review for a future project contemplated by the program. (Id. at subd. (d).) However, when a program EIR is relied upon by a future project proponent, the new project proponent must carefully examine the impacts addressed in the program EIR and determine whether additional environmental review is required. An agency's evaluation of the sufficiency of a program EIR for later approval of a project contemplated by the program involves a two-step process:

1. First, the agency considers whether the project is covered by the program EIR by determining whether it will result in environmental effects that were not examined in the program EIR. (14 Cal. Code Regs. § 15168(c)(1).)
2. Second, the agency must consider whether any new environmental effects could occur, or new mitigation measures would be required, due to events occurring after the program EIR was certified. (14 Cal. Code Regs. §§ 15168(c)(2), 15162.)

If the project will result in significant environmental impacts that were not examined in the program EIR, then the project proponent must prepare an EIR analyzing those impacts and corresponding mitigation measures. (14 Cal. Code Regs. §§ 15162 and 15168(c)(1); Pub. Res. Code §§ 21100(a), 21151.)

The Project's Initial Study provides that the Initial Study "tiers from the ConnectMenlo Final EIR, as appropriate." (Initial Study, p. 1-11.) The Initial Study later concludes that the proposed Project would have a less-than-significant impact on schools because the "ConnectMenlo Final EIR determined that any development associated with ConnectMenlo would be subject to payment of development impact fees, which under Senate Bill 50 (SB 50) are deemed to be full and complete mitigation." (Initial Study, p. 3-45.) The ConnectMenlo EIR concluded that "[b]ecause future development under the proposed project would occur incrementally over the 24-year buildout horizon and, in compliance with SB 50, would be subject to pay development impact fees...impacts related to the SUHSD would be less than significant." (ConnectMenlo Draft EIR, p. 4.12-40.)

Both the City's reliance upon the ConnectMenlo EIR, and the City's conclusions regarding the Project's impacts on the District, are misplaced and inappropriate.

A. Neither the ConnectMenlo EIR nor the Initial Study Adequately Identify All Impacts on the District.

As discussed in greater depth throughout this letter, both the program and the Project will pose numerous, significant impacts on the District and its ability to provide its educational program, none of which were adequately identified and addressed in the ConnectMenlo EIR and, as a result, the Initial Study. ConnectMenlo likewise did not consider either the program or Project's specific impacts on the District's TIDE Academy, as this school did not yet exist when the ConnectMenlo EIR was prepared. Because TIDE Academy is located in the Bayfront Neighborhood, it is particularly vulnerable to the 5,500 residential units authorized by ConnectMenlo, most of which will be constructed in the Bayfront neighborhood. ConnectMenlo did not consider whether/how the placement of 483 residential units directly across the street from a District high school would impact the District's program at TIDE Academy.

Further, ConnectMenlo was based on the assumption that development under the program would take place in an incremental fashion, over the course of 24 years. The Initial Study acknowledges the fact that this assumption was incorrect, however, in providing that "[a]lthough the ConnectMenlo Final EIR assumed a buildout horizon of 2040, the maximum development potential may be reached sooner than anticipated." (Initial Study, p. 1-4, fn. 8.) The Initial Study goes on to provide that "the pace of development would not create additional impacts beyond those identified in the ConnectMenlo Final EIR for topic areas identified in this Initial Study." (Id.)

The District vehemently disagrees with the Initial Study's conclusion. If the City continues to approve new residential development projects at its current pace, the District will be subject to a rapid influx of students to the District's facilities, which are already at or exceeding capacity. This rapid influx, combined with the existing inadequacies of the District's school facilities funding sources (as discussed below), will prevent the District from engaging in meaningful long-term facilities planning, and will instead require the District to spend

valuable resources on temporary solutions to the District's facilities problems, such as the purchase and lease of portables.

B. Neither the ConnectMenlo EIR nor the Initial Study Adequately Identify Mitigation Measures to Impacts caused by the Project.

Aside from a brief discussion of SB 50, neither the Initial Study nor the ConnectMenlo EIR adequately considered mitigation measures intended to alleviate the impacts caused by development on the District's facilities. Of particular note, as part of the ConnectMenlo program, the City developed a "community amenities list" as a means by which project developers can mitigate the impacts of their projects under ConnectMenlo by providing amenities to the community. Specifically, the City approved a list of community amenities that developers may offer in exchange for "bonus level development" in the M-2 and other zoning districts in the City, including the Bayfront neighborhood. Despite several requests by the District, the City has not included any school facilities items on its community amenities list.

As discussed, the Developer and City, both in the Initial Study's and the ConnectMenlo EIR, rely upon SB 50 as a panacea to all District impacts caused by development under ConnectMenlo. Such reliance is neither legally nor factually justified, and displays a lack of understanding of how school facilities are funded.

By way of background, developer fees are fees that may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. (Ed. Code § 17620.) "Level 1" developer fees are levied against residential and commercial or industrial developments on a price per square foot basis. If a district is able to establish a sufficient "nexus" between the expected impacts of residential and commercial development and the district's needs for facilities funding, then the district may charge up to \$3.79 per sf of residential development, and up to \$0.61 per sf of commercial development, which maximum amounts are increased every two years based on the statewide cost index for class B construction.

SB 50 declares that the payment of the developer fees authorized by Education Code section 17620 constitutes "full and complete mitigation of the impacts of any legislative or adjudicative act on the provision of adequate school facilities." (Gov. Code § 65995(h).) However, California courts have since acknowledged that developer fees do not constitute full and complete mitigation for school-related impacts other than school overcrowding. (*Chawanakee Unified Sch. Dist. v. Cty. of Madera* (2011) 196 Cal.App.4th 1016.) Thus, contrary to the assertions of the City in the ConnectMenlo EIR and the Initial Study, the payment of fees do not constitute full mitigation for all impacts caused by development under ConnectMenlo related to traffic, noise, biological, pedestrian safety, and all other types of impacts.

From a practical standpoint, the amount of developer fees received by school districts typically fall woefully short of alleviating the impacts caused by development. This is due largely to the facts that: (1) statutory developer fee amounts fail to acknowledge the differences in costs of school construction from one district to another, which particularly burdens school districts in the bay area; (2) the developer fee amounts fail to contemplate the special facilities needs of those districts experiencing rapid growth, such as the need for portables; and (3) the adjustment formula for developer fees is based on a "construction cost index" and does not include indexing related to the increases in land costs, resulting in the actual costs of facilities (i.e., land and improvements) increasing at a greater rate than the adjustment.

The inadequacy of developer fees as a source of funding for school facilities has forced school districts to rely increasingly on other sources of funding, primarily including local bond funds and State bond funds administered under the State Facilities Program (SFP). However, these sources of funds are equally unreliable. The last State school facilities bond fund (Proposition 51) has been exhausted, and it is currently unclear

when/whether those school districts that apply for state funding will be able to receive such funding. Local bond funds are also difficult to generate, as local bonds are subject to school district bonding capacity limitations and voter approval. Either way, the funding formula was never intended to require the State and local taxpayers to shoulder a disproportionate portion of the cost of school facilities.

Additional changes to the circumstances under which the ConnectMenlo EIR was approved render the analysis of environmental impacts under that EIR inadequate. For one, if Proposition 13, placed on the ballot by California Assembly Bill (“AB”) 48 is approved by the California voters at the March 2020 election, each of the three sources of funds discussed above will be significantly altered. Of particular note, and further undermining the contention that developer fees constitute full and adequate mitigation for impacts caused by the Project, AB 48: (1) eliminates school impact fees for multifamily homes within a half mile of a major transit stop; (2) reduces impact fees for all other multifamily homes by 20%; and (3) suspends level 3 school impact fees. Without full payment of school impact fees from the Project, coupled with the extremely high and rising costs of land, the District will be unable to alleviate many of the Project’s impacts through the acquisition of land and construction of new school facilities.

In light of the ConnectMenlo EIR and Initial Study’s many inadequacies, below are specific scoping requests for the EIR, which the City must address in the EIR to evaluate adequately the potential environmental impacts of the Project on the District and its students.

Transportation/Circulation/Traffic Analysis

- 1. Describe the existing and the anticipated vehicular traffic and student pedestrian movement patterns to and from school sites, including movement patterns to and from TIDE Academy and Menlo Atherton High School, and including consideration of bus routes.**
- 2. Assess the impact(s) of increased vehicular movement and volumes caused by the Project, including but not limited to potential conflicts with school pedestrian movement, school transportation, and busing activities to and from TIDE Academy and Menlo Atherton High School.**
- 3. Estimate travel demand and trip generation, trip distribution, and trip assignment by including consideration of school sites and home-to-school travel.**
- 4. Assess cumulative impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending in the City and Bayfront neighborhood.**
- 5. Discuss the direct, indirect, and cumulative impacts on the circulation and traffic patterns in the community as a result of traffic generated by the transportation needs of students to and from the Project and schools throughout the District during and after the Project build-out.**

6. Assess the impacts on the routes and safety of students traveling to school by vehicle, bus, walking, and bicycles.

The District has significant concerns about the traffic, transportation, and circulation impacts that the Project may have on the District, including the District's staff, parents, and students that attend the TIDE Academy. The foregoing categories of information are critical for determining the extent of those impacts on the District, none of which were adequately identified or discussed in either the Initial Study or the ConnectMenlo EIR.

Any environmental analysis related to the proposed Project must address potential effects related to traffic, noise, air quality, and any other issues affecting schools. (Pub. Resources Code, §§ 21000, *et seq.*; Cal. Code Regs., tit. 14, §§ 15000, *et seq.*; *Chawanakee Unified School District v. County of Madera, et al.*, (2011) 196 Cal.App.4th 1016.) Additionally, specifically related to traffic, there must also be an analysis of safety issues related to traffic impacts, such as reduced pedestrian safety, particularly as to students walking or bicycling to and from TIDE Academy; potentially reduced response times for emergency services and first responders traveling to these schools; and increased potential for accidents due to gridlock during school drop-off and pick up hours. (See, Journal of Planning Education and Research, "Planning for Safe Schools: Impacts of School Siting and Surrounding Environments on Traffic Safety," November 2015, Chia-Yuan Yu and Xuemei Zhu, pg. 8 [Study of traffic accidents near Austin, Texas schools found that "[a] higher percentage of commercial uses was associated with more motorist and pedestrian crashes" around schools].)

The State Office of Planning and Research has developed new CEQA Guidelines which set forth new criteria for the assessment of traffic impacts, and now encourages the use of metrics such as vehicle miles traveled (VMT), rather than level-of-service (LOS), to analyze project impacts on traffic. (14 Cal. Code Regs. § 15064.3.) However, local agencies may still consider impacts on traffic congestion at intersections where appropriate, and must do so where such traffic congestion will cause significant impacts on air quality, noise, and safety issues caused by traffic. (Pub. Res. Code § 21099(b)(3).)

Regional vehicular access to the Property is provided by US Highway 101 (US 101), via the Marsh Road on- and off-ramps located to the west and State Route 84 (SR 84 or the Bayfront Expressway) located to the north. Direct local access is via Jefferson Drive and Constitution Drive, which border the Property to the north and south. The Project Site is located in the Bayfront Area of Menlo Park that has experienced a drastic impact in traffic over the last ten to fifteen years as the City has continued to approve of newer corporate campuses and mixed biotechnology, commercial, office, and residential land uses. As discussed, the City's 2016 General Plan Update calls for an increase of 4.7 million square feet of non-residential office space, 850 hotel rooms, 5,430 residential units, 13,960 residents, and 20,150 employees, all within the Bayfront Area.¹ The ConnectMenlo EIR concluded that the General Plan Update would result in significant and unavoidable impacts to roadway segments and increase peak hour delays at intersections from increased traffic, even after the mitigation measures called for in the General Plan Update are implemented (if ever).² The General Plan Update does not consider how these impacts would be exacerbated by the current Project.

Construction of the Project will severely exacerbate the already stifling traffic in the general area and Bayfront neighborhood, and the safety issues posed thereby. These impacts will inhibit the District's abilities to operate its educational programs, including at TIDE Academy.

¹ Menlo Park Small High School Project Final EIR (October 6, 2016), p. 2-12; ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update Draft EIR (June 1, 2016), Table 3-2.

² Menlo Park Small High School Project Final EIR (October 6, 2016), pp. 2-15 – 2-16; ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update (June 1, 2016), p. 4.13-73.

As discussed, the District’s TIDE Academy is located across Jefferson Drive from the Project Site (less than 100 feet away), in the Bayfront neighborhood of Menlo Park. Thus, both TIDE Academy and the proposed Project would be accessed by Jefferson Drive and the immediately surrounding streets.

The proposed Project is anticipated to impede circulation in the Bayfront neighborhood, and clog the access roads to, from, and around the District’s TIDE Academy. (See, 5 Cal. Code Regs. § 14010(k), which requires that school facilities be easily accessible from arterial roads.) In addition to drawing over 14,000 new residents to the area, including an estimated 100 new high school students, the proposed Project will draw thousands of daily office commuters, visitors, and emergency access vehicles from around the Bay Area. In addition to the immediate roads surrounding the Property and TIDE Academy, these new residents and commuters will rely heavily on the Bayfront Expressway, Bayshore Freeway, Willow Road, and Marsh Road to the west of TIDE Academy. As indicated in the City’s General Plan, the City’s roads are not currently equipped to accommodate such high density development and high levels of traffic. Accordingly, such increases to traffic in the area will negatively impact the District’s abilities to operate its educational program, and also cause a drastic increase in the risk of vehicular accidents to District families, students, and staff traveling to and from TIDE Academy. It is important that these traffic impacts are not only assessed through a VMT analysis, but also a LOS analysis, as the proposed Project will cause severe traffic congestion surrounding the District’s TIDE Academy, which impacts will in turn cause issues related to safety, noise, and air quality.

Adding to the District’s concerns regarding traffic surrounding the Project site and the TIDE Academy are the vast number of development projects that have recently been approved, and the speed at which the development projects have been approved by the City and/or completed in the area, including the 777 Hamilton Drive project (195 new apartments), the Facebook Campus Project at former 1601 Willow Road and 312 and 313 Constitution Drive (78.9 acres of mixed use development), and the Menlo Gateway Project at 100-190 Independence Drive (cafe/restaurant, health club, 230-room hotel, three office and research and development buildings, and three parking structures covering 15.9 acres). There are several other projects that are being considered by the City, including the Facebook Campus Expansion Projects at 301-309 Constitution Drive, the Willow Village Master Plan Project at 1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court (1,735 residential units), and the 111 Independence Drive Project (106 multi-family dwelling units). Each of these projects alone promise to drastically increase traffic in the neighborhood. When considered together, their collective impact on traffic in the neighborhood will be devastating. The impacts of the Project must, therefore, be considered in conjunction with the anticipated impacts of all the other development being considered and approved in this area. (See *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 CA4th 713, 720, finding that piecemeal approval of several projects with related impacts could lead to severe environmental harm.)

Further, the traffic impacts posed by the Project, combined with all the other City-approved development in the area, will severely impact the safety and convenience of TIDE Academy students who walk or bike to school, significantly increasing their risk of suffering from traffic-related physical injuries and death. The analysis of student safety must be clearly delineated and given the extensive focus that it deserves. Title 5 of the California Code of Regulations requires that school sites be located within a proposed attendance area that encourages student walking and avoids extensive bussing. (5 Cal. Code Regs. § 14010(l).) To mitigate the impacts of increased traffic in the Project Site neighborhood in implementing the District’s TIDE Academy project, the District committed to develop and implement a Travel Demand Management Plan. Through this Plan, the District encourages the use of student walking, biking, and other alternative means of student transport to school.³ To mitigate the impacts of conflicts and/or dangerous interactions between pedestrians, bicyclists, and

³ Menlo Park Small High School Project Draft EIR (July 8, 2016), p. S-4; The City of Menlo Park’s Comprehensive Bicycle Development Plan (2005) identifies school-aged bicycle commuters as one of the two key bicycle commute groups utilizing the City’s bicycle infrastructure.

vehicles, the District agreed to prepare a “Safe Routes to School Map” that identifies facilities such as traffic lights, crosswalks, and demarcated bikeways that promote safe routes to school.⁴ The City, through the City’s General Plan Land Use and Circulation Element, has committed to support and promote such safe route to school programs to enhance the safety of school children who walk to school.⁵ The EIR must analyze and mitigate any impacts on the District’s ability to implement its transportation and safety mitigation measures for the TIDE Academy, and the District’s abilities to promote alternative modes of transportation to and from TIDE Academy. As TIDE Academy did not yet exist, these impacts were not adequately addressed in the ConnectMenlo EIR.

Finally, as previously discussed, the City must consider the extent to which the Project’s impacts on traffic, transportation, circulation, and safety will be exacerbated by AB 48 (discussed above), coupled with the extremely high costs of land. As the District’s ability to transport students to and from District schools becomes more constrained due to increased development in the District, the District will need to construct new educational facilities to accommodate changes in transportation patterns. However, AB 48 will hamstring the District’s ability to construct new facilities by dramatically reducing the amount of developer fees available to the District.

We urge the City thoroughly to address and analyze each of the above listed items through its EIR, and implement extensive and thoughtful mitigation measures.

Air Quality

- 7. Identify and assess the direct and indirect air quality impacts of the Project on sensitive receptors, such as the District’s TIDE Academy.**

- 8. Identify and assess cumulative air quality impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending in the City and Bayfront neighborhood.**

The Bay Area Air Quality Management District’s (BAAQMD) CEQA Guidelines (May 2017) impose numerous limitations on the exposure of “sensitive receptors,” such as schools, to odors, toxics, and pollutants, including pollutants from vehicular exhaust.

It is anticipated that the Project, when combined with all of the other development being considered and approved in the Bayfront neighborhood, will have a significant impact on the air quality of the neighborhood due to increases in vehicular traffic. These air quality impacts and corresponding mitigation measures must be analyzed in the EIR. Even more importantly, the Project is anticipated to result in significant impacts to sensitive receptors as increased vehicles enter and exit the Project, creating increased levels of air toxins and particulate matter that could negatively impact student health. These impacts, as they relate to the District’s students at the TIDE Academy, were not adequately addressed in the ConnectMenlo EIR.

⁴ Menlo Park Small High School Project Draft EIR (July 8, 2016), p. S-6

⁵ ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update Draft EIR (June 1, 2016), p. 4.9-7 – 4.9-8

Noise

- 9. Identify any noise sources and volumes which may affect school facilities, classrooms and outdoor school areas.**

It is expected that noise from construction and operation of the Project will cause impacts on the District's educational programs at the TIDE Academy. Request No. 9 is intended to clarify that the EIR's consideration of noise issues take into account all of the various ways in which noise may impact schools, including increases in noise levels in the immediate vicinity of TIDE Academy. Again, as the District's TIDE Academy did not yet exist, the ConnectMenlo EIR did not consider these impacts on the District, and so may not be relied upon by the City as grounds to disregard noise impacts in the Project EIR.

Population

- 10. Describe historical, current, and future population projections for the District.**
- 11. Assess the impacts of population growth within the District on the District's ability to provide its educational program.**

In addition to 483 anticipated residential units, it is anticipated that the proposed Project's 2,100 sf of commercial space sf will draw thousands of residents into the area on a permanent, or at least a daily basis. Using the District's current student generation rate of 0.2, 483 anticipated residential units is likely to generate at least 97 new high school students to the District. Without the anticipated increase in students from the Project, the District's student population at TIDE Academy is already expected to exceed capacity by 2023. The second closest District high school to the Property, Menlo Atherton High School, is currently over capacity.

The District, therefore, specifically requests that historical, current, and future population projections for the District be addressed in the EIR. Population growth or shrinkage is a primary consideration in determining the impact that development may have on a school district, as a booming population can directly impact the District and its provision of educational services, largely because of resulting school overcrowding, while a district with declining enrollment may depend on new development to avoid school closure or program cuts. Overcrowding can constitute a significant impact within the meaning of CEQA. (See, 14 Cal. Code Regs. §§ 15064(e).) This is particularly true where the overcrowding results in unsafe conditions, decreased quality of education, the need for new bus routes, and a need for new school construction. The same can hold true for potential school closures or program cuts resulting from a declining population.

While the ConnectMenlo EIR discussed the District's student population projections, the City, in reliance on SB 50, disregarded any impacts the General Plan Update's increase in student population could have on the District. For the reasons discussed above, such disregard was legally and practically improper.

Housing

- 12. Describe the type and number of anticipated dwelling units indirectly resulting from the Project.**
- 13. Describe the average square footage for anticipated dwelling units, broken down by type of unit, indirectly resulting from the Project.**

14. Estimate the amount of development fees to be generated by development in accordance with implementation of the Project.

The foregoing categories of information are critical for determining the extent of both physical and fiscal impacts on the District caused by increased population growth. These impacts were not adequately addressed in the ConnectMenlo EIR.

California school districts are dependent on developer fees authorized by the provisions of Government Code Sections 65995, *et seq.*, and Education Code sections 17620, *et seq.*, for financing new school facilities and maintenance of existing facilities. The developer fees mandated by Section 65995 provide the District a significant portion of its local share of financing for facilities needs related to development. However, as discussed, AB 48, combined with the extremely high costs of land, may significantly impair the District’s abilities to mitigate impacts caused by school facilities overcrowding.

The adequacy of the statutory development fees to offset the impact of new development on local school districts can be determined only if the types of housing and average square footage can be taken into consideration. For instance, larger homes often generate approximately the same number of students as smaller homes. At the same time, however, a larger home will generate a greater statutory development fee, better providing for facilities to house the student being generated. It is for these reasons that the Government Code now requires a school district to seek – and presumably to receive – such square footage information from local planning departments. (Gov. Code § 65995.5(c)(3).)

While the foregoing funding considerations raise fiscal issues, they translate directly into physical, environmental impacts, in that inadequate funding for new school construction results in overcrowding of existing facilities. Furthermore, fiscal and social considerations are relevant to an EIR, particularly when they either contribute to or result from physical impacts. (Pub. Resources Code § 21001(g); 14 Cal. Code Regs. §§ 15021(b), 15131(a)-(c), 15142 & 15382.)

Phasing of development is also a crucial consideration in determining the extent of impacts on schools. The timing of the development will determine when new students are expected to be generated, and therefore is an important consideration particularly when considering the cumulative impact of a project in conjunction with other approved or pending development.

Public Services

- 15. Describe existing and future conditions within the District, on a school-by-school basis, including size, location and capacity of facilities.**
- 16. Describe the adequacy of both existing infrastructure serving schools and anticipated infrastructure needed to serve future schools.**
- 17. Describe the District’s past and present enrollment trends.**
- 18. Describe the District’s current uses of its facilities.**
- 19. Describe projected teacher/staffing requirements based on anticipated population growth and existing State and District policies.**
- 20. Describe any impacts on curriculum as a result of anticipated population growth.**

- 21. **Identify the cost of providing capital facilities to properly accommodate students on a per-student basis, by the District (including land costs).**
- 22. **Identify the expected shortfall or excess between the estimated development fees to be generated by the Project and the cost for provision of capital facilities.**
- 23. **Assess the District’s present and projected capital facility, operations, maintenance, and personnel costs.**
- 24. **Assess financing and funding sources available to the District, including but not limited to those mitigation measures set forth in Section 65996 of the Government Code.**
- 25. **Identify any expected fiscal impacts on the District, including an assessment of projected cost of land acquisition, school construction, and other facilities needs.**
- 26. **Assess cumulative impacts on schools resulting from additional development already approved, pending, or anticipated.**
- 27. **Identify how the District will accommodate students from the Project who are not accommodated at current District schools, including the effects on the overall operation and administration of the District, the students and employees.**

As discussed, the Initial Study’s reliance on the ConnectMenlo EIR as grounds to disregard the Project’s impacts on the District’s ability to provide its public services is inappropriate, as the ConnectMenlo EIR did not adequately examine numerous environmental impacts caused by the program and/or the Project, in part due to changes that occurred after the City certified the ConnectMenlo EIR. (14 Cal. Code Regs. § 15168(c)(1).) Nor is the City’s reliance upon SB 50 as the sole mitigation measure proper, as developer fees are legally and practically inadequate to mitigate all impacts caused by the Project. Therefore, the District submits the above scoping requests related to the District’s ability to continue providing its public service.

Conclusion

The District does not oppose development within District boundaries, and recognizes the importance of housing on the health and welfare of the community. However, the District maintains that the community can only thrive if the District’s educational program and its facilities are viable and sufficient, and District staff, families, and students are safe. Accordingly, the needs of the District must be appropriately considered in the environmental review process for all proposed new development that will impact the District, such as the Project.

The District is hopeful that its continued collaboration with Developer and the City will yield solutions that alleviate the impacts caused by the Project, and is prepared to provide any information necessary to assist the City in preparation of the EIR and in addressing each of the comment and scope/content issues set forth above.

We request that all notices and copies of documentation with regard to this Project be mailed both to the District directly, and also to our legal counsel’s attention as follows:

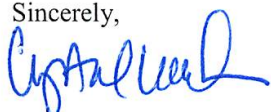
Mary E. Streshly, Superintendent
Sequoia Union High School District
480 James Avenue
Redwood City, CA 94062

**Comment
Letter
A2
Attach.**

Kelly M. Rem
Lozano Smith
2000 N. Main St., Suite 500
Walnut Creek, CA 94596

Please feel free to contact me directly if we can be of any assistance. Thank you.

Sincerely,



Crystal Leach
Associate Superintendent Administrative Services

cc: Kelly Rem, Lozano Smith, Mary E. Streshly

LETTER A2

Lozano Smith, Attorneys at Law
On Behalf of the Sequoia Union High School District
Kelly R. Rem
February 2, 2021

Response A2-1: This introductory comment states that the commenter represents the Sequoia Union High School District (SUHSD) and summarizes the commenter's general opinion that the Draft EIR does not comply with the California Environmental Quality Act (CEQA) and does not adequately evaluate potential impacts to and related to schools. The comment also states that the SUHSD wishes to work with the City and the project sponsor to address these concerns. Further, this comment requests recirculation of the Draft EIR. As will be discussed in more detailed responses to substantive comments below in Responses A2-2 through A2-23, recirculation is not required because the Draft EIR adequately analyzed potential environmental impacts pursuant to CEQA's legal requirements.

Response A2-2: The City received the January 10, 2020, comment letter submitted by Lozano Smith, Attorneys at Law, on behalf of SUHSD in response to circulation of the Notice of Preparation (NOP). This letter is included in Appendix A, NOP and Comment Letters of the Draft EIR, and is reproduced as an Attachment to Letter A2 in this Response to Comments (RTC) Document. The commenter expresses the opinion that the concerns listed in Attachment to Letter A2 were not adequately addressed in the Draft EIR. As stated on page 1-2 of the Draft EIR, comments received by the City – including the SUHSD comment letter – were considered during preparation of the EIR and those categories requiring analysis were included in the Draft EIR. Many of the comments in the Attachment to Letter A2 are repeated in the SUHSD's comment letter on the Draft EIR and will be responded to in detail below in Responses A2-3 through A2-23.

Response A2-3: This comment expresses the opinion that the Draft EIR does not meet its purpose as an informational document because the environmental setting as presented in the Draft EIR is inadequate as it relates to schools. The comment also generally describes the location, enrollment, and capacity of SUHSD facilities.

The applicable environmental setting, including surrounding land uses, is discussed on page 3-9 in Chapter 3.0, Project Description of the Draft EIR and, as discussed in Section 4.0, Setting, Impacts, and Mitigation Measures each topical section of the Draft EIR begins with a description of the applicable physical setting for the project site and its surroundings in Menlo Park (refer to Draft EIR, page 4-5). In addition, applicable information provided in the certified ConnectMenlo Final EIR (refer to Response A2-4,

below), from which the environmental analysis for the proposed project tiers, as applicable, is also provided in each topical section.

The Draft EIR discusses the proximity of applicable SUHSD facilities, which includes the TIDE Academy, as it relates to potential impacts of the proposed project within the impact categories identified for further analysis in the Draft EIR – specifically – Sections 4.2, Transportation, 4.3, Air Quality and 4.5, Noise. As discussed in these sections, the TIDE Academy is located approximately 85 feet south of the project site, and is considered a sensitive receptor for purposes of the air quality and noise analyses. The TIDE Academy’s status as a sensitive receptor and the analysis is constant regardless of enrollment numbers or educational programming.

As discussed in Section 4.2, Transportation of the Draft EIR, all impacts related to transportation and circulation would be less than significant and mitigation would not be required. Specifically, as it relates to proximity of the TIDE Academy, the proposed project would not conflict with any applicable plans, ordinances, or policies addressing components of the circulation system (pages 4.2-29 through 4.2-35 of the Draft EIR) and would not substantially increase design hazards (pages 4.2-39 through 4.2-40 of the Draft EIR). As discussed on pages 4.3-31 through 4.3-32 in Section 4.3, Air Quality of the Draft EIR, construction-period impacts to sensitive receptors, which include the TIDE Academy, would be less than significant with implementation of Mitigation Measure AIR-2, which requires that all off-road diesel-powered construction equipment meet certain emissions reduction standards to ensure that construction emissions are below the Bay Area Air Quality Management District’s significance thresholds. In addition, as described in pages 4.3-32 through 4.2-37, operational air quality impacts would be less than significant and no mitigation measures would be required. As described on pages 4.5-13 through 4.5-15 in Section 4.5, Noise of the Draft EIR, potential construction- and operation-period noise impacts to sensitive receptors, which include the TIDE Academy, would be less than significant and mitigation would not be required. For additional discussion regarding project impacts associated with transportation, air quality, and noise as these conditions relate to SUHSD facilities, refer to Responses A2-9 through A2-17. Also refer to Responses A2-7, A2-9, and A2-16, which address cumulative impacts.

Response A2-4 further addresses tiering from the program level of analysis provided in the ConnectMenlo Final EIR and why impacts to public services – including schools – were determined to be less than significant and why this topic was scoped out of the analysis included in the Draft EIR, via the Initial Study.

Response A2-4: This comment states that the Draft EIR inappropriately relies on information, analysis, and mitigation measures contained in the ConnectMenlo Final EIR because that document assumed buildout would occur incrementally over an approximately 24-year horizon and, if all development applications on file are approved, the full development potential of the Bayfront Area will be reached sooner than anticipated. This comment further states that the accelerated buildout horizon would result in a rapid influx of students to SUHSD facilities that are already at or exceeding capacity, impacting the SUHSD's ability accommodate increased enrollment and posing a number of related environmental impacts.

Pages 3-9 through 3-11 and page 3-13 of the Draft EIR provide an overview of the ConnectMenlo Final EIR and its purpose as a programmatic level environmental document. The ConnectMenlo Final EIR was certified in 2016 and serves as the first tier of analysis for any project that fits within the program level of development analyzed in the Final EIR, which serves to streamline future environmental review of subsequent development projects. The proposed project is a subsequent project that fits within the scope of the ConnectMenlo Final EIR, as it represents approximately 10.7 percent of the citywide growth projected to occur under implementation of ConnectMenlo (page 4.1-10 of the Draft EIR). The Draft EIR and the Initial Study (Appendix B of the Draft EIR) prepared for the proposed project tier, consistent with CEQA Guidelines Section 15152, from the programmatic level of analysis provided in the ConnectMenlo Final EIR where appropriate, and also provide an independent project-specific level of environmental review. As further described below, the proposed project is within the scope of analysis provided in the ConnectMenlo Final EIR and impacts to public services, including schools, are appropriately considered and addressed in the Initial Study prepared for the proposed project and were properly scoped out from further analysis in the Draft EIR.

Further, as stated on page 4-3 of the ConnectMenlo Draft EIR, while it is reasonable to assume that future development in the study area would occur incrementally or gradually over the 24-year buildout horizon (e.g., 2016 to 2040), this assumption does not prohibit or restrict when development can occur over the horizon period. The analysis and impact conclusions in the ConnectMenlo Final EIR do not rely on the assumption that development would occur over an incremental 24-year period, and that project impacts would not occur or be less than significant because impacts would be spread out over time. Although in some cases the ConnectMenlo Final EIR does state that impacts could be *further* reduced due to the anticipated incremental pace of development, in no case does this assumption form the basis for determining whether or not an impact could be potentially significant in either the ConnectMenlo Final EIR or the Draft EIR prepared for the proposed project.

Potential environmental impacts of implementation of ConnectMenlo related to schools, both citywide and within the Bayfront Area, were addressed in the ConnectMenlo Draft EIR, in Section 4.12.4, Schools, pages 4.12-27 through 4.12-42; impacts specific to the SUHSD are discussed on pages 4.12-39 through 4.12-40. As discussed on page 4.12-40 of the ConnectMenlo Draft EIR, impacts to SUHSD facilities were determined to be less than significant due to a number of factors. Specifically, future development under ConnectMenlo, as part of the City's project approval process, would be required to comply with existing regulations, including the General Plan policies and Zoning regulations that have been prepared to minimize impacts related to schools. The City, throughout the 2040 buildout horizon, would implement the General Plan programs that require working with school districts to promote excellence in schools, the analysis of the potential fiscal impact of development on school districts, and the relationship between new housing and school capacity. Furthermore, the ConnectMenlo Final EIR determined that implementation of ConnectMenlo could help to provide additional funding to support enhanced school services. For these reasons, impacts to school facilities were determined to be less than significant. The ConnectMenlo Final EIR impact conclusion related to this topic then goes on to state that for these reasons and because the project would be subject to the mandatory payment of developer impact fees pursuant to SB 50 *and* because the development potential would occur incrementally over a 24-year period, implementation of ConnectMenlo would result in a less than significant impact related to school facilities. The commenter omits a portion of this discussion from the quotation provided from page 4.12-40 of the ConnectMenlo Final EIR. The impact conclusion thus does not rely on the assumption that impacts to schools would be less than significant due to the incremental phasing of development over the 24-year buildout horizon. Rather, as described above, impacts would be less than significant and would be *further* reduced due to the anticipated incremental pace of development.

The Initial Study (Appendix B to the Draft EIR) prepared for the proposed project evaluated potential impacts on school facilities that could occur with development of the proposed project and properly tiers from the analysis and conclusions in the ConnectMenlo Final EIR. As stated on page 3-41, the Initial Study analysis found that:

“because the proposed project would comply with existing regulations prepared to minimize impacts related to schools and would be subject to the mandatory payment of developer impact fees pursuant to SB 50, the proposed project would have a less-than-significant impact related to the need for remodeled or expanded school facilities.”

As stated on page 4.12-39 of the ConnectMenlo Draft EIR, approximately 1,097 new SUHSD students are anticipated to be generated with implementation of ConnectMenlo, of which the proposed project's contribution would be approximately 24.7 percent (483 units at a student generation rate of 0.56 students per multi-family dwelling unit, or 271 students, per student generation calculations in ConnectMenlo Draft EIR Table 4.12-12). This is a conservative calculation given that 104 of the total units would be studios, 68 would be junior one-bedroom units, and 224 would be one-bedroom units (84 percent of the total number of units), each of which are unlikely to generate 0.56 high school students per unit.

As discussed in the ConnectMenlo Draft EIR, the Menlo-Atherton High School, which is operated by the SUHSD, was operating above capacity during the 2014/2015 school year, which was the most recent school year enrollment data available at the time that the ConnectMenlo Final EIR was prepared. At that time, capacity was exceeded by approximately 28 students; the commenter states in Comment A2-3 that capacity at this school is currently exceeded by approximately 200 students. Further, according to the commenter, enrollment at the TIDE Academy is expected to exceed capacity by the 2023/2024 school year. The TIDE Academy was not yet constructed or operational at the time that the ConnectMenlo Final EIR was prepared; however, the new high school was contemplated at the time and discussed in the ConnectMenlo Final EIR. The commenter states, partially in this comment and in Comment A2-3, that due to the pace of development occurring under ConnectMenlo, SUHSD facilities will be impacted due to increases in enrollment that will further exacerbate capacity issues at schools serving the project area. These comments and the additional information related to ongoing capacity issues at SUHSD facilities are noted.

However, despite concerns raised by the commenter regarding SUHSD capacity, the findings of the ConnectMenlo Final EIR and the Draft EIR (including the Initial Study) prepared for the proposed project remain valid. As stated on page 4.12-35 of the ConnectMenlo Draft EIR:

“the California State Legislature, under Senate SB 50, has determined that payment of school impact fees shall be deemed to provide full and complete school facilities mitigation. All new developments proposed pursuant to the adoption of the proposed project will be required to pay the school impact fees adopted by each school district. According to California Government Code Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental

organization or reorganization...on the provision of adequate school facilities.”

These fees are intended to provide school districts with the funds to plan for and accommodate expanding enrollment within their service areas and are considered full and complete mitigation for potential impacts to school services that could occur as a result of new development, such as the proposed project. As discussed on page 4.12-35 of the ConnectMenlo Final EIR, SUHSD is eligible to levy Level 1 development impact fees on new residential and commercial development. Based on currently available information, SUHSD assesses fees of \$2.01 per square foot of residential space and \$0.33 per square foot of nonresidential space. With approximately 471,986 square feet of residential space and 2,940 square feet of nonresidential office space, the proposed project would pay approximately \$944,614 in fees to SUHSD.¹ Payment of these fees would be full and complete mitigation pursuant to SB 50 and would be required prior to issuance of a building permit.

Furthermore, as noted on page 3-30 of the ConnectMenlo Draft EIR, the proposed project is required to conduct a fiscal impact analysis, in compliance with General Plan Policy LU-4.7, which requires mixed-use projects of a certain minimum scale to include analysis of the potential fiscal impact on City, school districts, and special districts. The fiscal impact analysis conducted for the proposed project will be considered by City decision makers when taking final action on project approval. The City may, but is not required to, impose conditions of approval based on the findings of the fiscal impact analysis. The fiscal impact analysis is not required under CEQA, and its results are not related to physical impacts on the environment that require mitigation. However, a fiscal impact analysis was conducted for the proposed project and determined that there would be a net negative (\$797,926) fiscal impact on the SUHSD equal to 0.66 percent of the SUHSD 2019-2020 Unrestricted General Fund budget. The SUHSD comments regarding fiscal impacts are noted and both the comments and non-CEQA analysis will be part of the record before the City when taking action on the proposed project.

Finally, it should be noted that payment of fees would occur with the pace of development and issuance of building permits for each development project that would generate new students (i.e., residential and commercial projects). Therefore, with buildout of ConnectMenlo occurring sooner than the buildout horizon projected in the ConnectMenlo Final EIR, payment of mitigation fees would be accelerated in a linear fashion, such that the

¹ If credits are applied for the existing use on the site, this fee could be slightly reduced. In addition, this estimated fee is based on the current square footage of the proposed project and may be adjusted at the time the fee is levied and prior to issuance of the building permit.

SUHSD would collect these fees sooner than previously anticipated. Furthermore, the proposed project is not anticipated to be constructed and operational until 2024, approximately three years from the date of preparation of the Menlo Uptown Project Final EIR. This timeframe would allow the SUHSD the opportunity to plan for student enrollment increases.

Refer to Responses A2-9 through A2-16 regarding project impacts related to traffic, transportation, safety, air quality, and noise, which were adequately analyzed in the Draft EIR. Also refer to Responses A2-7 and A2-9 regarding cumulative impacts. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-5: This comment states that the ConnectMenlo Final EIR did not consider program or project-specific impacts to the TIDE Academy because the school was not yet contemplated at the time that the ConnectMenlo Final EIR was prepared.

As stated in Response A2-4, construction of a new school within the SUHSD attendance boundaries, and specifically within Menlo Park, was contemplated in the ConnectMenlo Final EIR (refer to page 4.12-34 of the ConnectMenlo Draft EIR); however, the exact location and enrollment of the facility was unknown at the time. According to SUHSD, this high school was planned to accommodate expanding enrollment growth, which the proposed project would contribute to, within this area of the City. Please refer to Response A2-4 and A2-6.

Finally, as further explained in the following responses, the location of the TIDE Academy, and its designation as a sensitive receptor within the vicinity of the project site, was evaluated throughout the Draft EIR, and the TIDE Academy is highlighted as a sensitive receptor on the maps included in Appendix G to the Draft EIR, illustrating that the facility was considered. Refer to Responses A2-9 through A2-16 regarding project impacts related to traffic, transportation, safety, air quality, and noise, which were adequately analyzed in the Draft EIR.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-6: This comment generally states that the certified ConnectMenlo Final EIR, and subsequently the Initial Study and Draft EIR prepared for the proposed project, did not adequately analyze potential impacts to schools and that implementation of the proposed project will adversely impact operations of

the TIDE Academy and other SUHSD facilities. Refer to Responses A2-4 and A2-9 through A2-16 regarding project impacts related to traffic, transportation, safety, air quality, and noise, which were adequately analyzed in the Draft EIR.

In addition, the commenter provides a list of additional data requested for further consideration; however, the list provided does not include environmental impacts required to be analyzed by CEQA in the EIR. As stated in Response A2-4, the proposed project fits within the scope of the development assumptions and analysis provided in the certified ConnectMenlo Final EIR, and the Initial Study and Draft EIR appropriately tier from this program-level of environmental review. The SUHSD reports concerns regarding the capacity for SUHSD facilities to accommodate the cumulative growth from potential future residential developments in the SUHSD, including the proposed project, although projected future decreases in SUHSD enrollment, as noted below, may offset existing capacity constraints prior to the completion of the proposed project. The schools that serve the project site are the newly-completed TIDE Academy and Menlo-Atherton High School, which have a total capacity of 400 and 2,600 students, respectively. As of the 2019-2020 school year, enrollment in these schools totaled 103 and 2,433 students, respectively, though the enrollment at TIDE Academy reflected the school's first year of operations and is therefore not necessarily indicative of longer-term capacity at the school site. These figures suggest that the SUHSD may currently have capacity to accommodate the estimated enrollment growth attributable to the proposed project. In addition, the SUHSD's FY 2020-21 Budget Plan shows projected decreases in enrollment, with a small decrease starting in 2020 and more significant decreases in following years. Overall, the enrollment projections show a decrease of 1,165 students between 2019 and 2025, which could create the capacity necessary to accommodate growth from the proposed project as well as other future residential developments in the SUHSD enrollment area, though this capacity will be spread across all SUHSD schools rather than just the two the serve the project site.

Please see Response A2-4, which supports the Initial Study conclusion that the proposed project would not require or result in the construction of new or physically altered SUHSD facilities. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-7:

This comment states that the Initial Study and Draft EIR fail to analyze the cumulative impacts to public services that could result from implementation of the proposed project, in conjunction with other projects that would be developed in the vicinity of the site. While public services were scoped out

of the project-level EIR, the cumulative impact on public services was considered in the certified program-level ConnectMenlo Final EIR. It should be noted that, by its very nature, the program-level of review provided in the ConnectMenlo Final EIR considers cumulative impacts of development on SUHSD facilities. The cumulative analysis included on page 4.12-42 of the ConnectMenlo Draft EIR states that the number of students generated by ConnectMenlo in each district appears to be consistent with enrollment trends and planned school facility expansions.

Further, the cumulative analysis context applicable to the proposed project is described on pages 4-2 through 4-5 of the Draft EIR, and cumulative impacts, including impacts to sensitive receptors such as the TIDE Academy, are evaluated within each topical section of the Draft EIR, as appropriate. The cumulative list of projects was identified in December 2019, which as explained on page 4-3 of the Draft EIR, is the time that the EIR analysis was initiated. The 123 Independence Drive Project, which the commenter notes in a footnote to this comment as omitted from the cumulative project list, was not proposed at the time that the EIR analysis was initiated or at the time that the NOP was issued, which is the time for which the environmental baseline is established. The 123 Independence Drive Project will be required to undergo separate and independent environmental review. The City acknowledges that applications on file for the buildout potential envisioned and analyzed in the ConnectMenlo Final EIR is reaching capacity and that future projects may no longer appropriately tier from this program EIR. As such, a comprehensive EIR is being prepared to evaluate the potential impacts of the 123 Independence Drive Project. The cumulative analysis included in the 123 Independence EIR will consider the Menlo Uptown Project, as well as other approved and pending future projects within the Bayfront Area of the City that are identified at the time that the NOP is published for that EIR. The 123 Independence EIR will also independently evaluate that project's potential impact to school facilities.

Also refer to Response A2-4 and Responses A2-9 and A2-16 regarding cumulative impacts. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-8: This comment expresses the opinion that the Draft EIR does not adequately discuss "school related" impacts and instead relies on the payment of fees to mitigate environmental impacts related to schools. This assumption is incorrect. In no case does the Draft EIR make the claim that payment of school development fees constitutes mitigation for all impacts that could be caused by development, particularly those related to traffic, noise, air quality, pedestrian safety, and other impacts, even assuming that such

topics are “related” to schools, including SUHSD facilities. A description of required development fees and the relationship to the analysis in the ConnectMenlo Final EIR and Draft EIR (including the Initial Study) is provided in Response A2-4. As discussed throughout the Draft EIR and as further explained in Responses A2-9 through A2-17 below, potential impacts to school facilities (which are sensitive receptors) located within the vicinity of the project site are considered and were determined to be less than significant. The commenter’s assertion that SB 50 fees are financially inadequate is an economic consideration which is outside of CEQA’s purview.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-9:

The commenter suggests that the Draft EIR does not provide sufficient information or adequately analyze issues related to transportation, including pedestrian safety, emergency access, traffic hazards, or cumulative conditions. The commenter suggests that the Draft EIR does not discuss transportation and circulation to and from the TIDE Academy or evaluate the impact of increased vehicle traffic generated by the project on the TIDE Academy.

The Draft EIR adequately and accurately describes the transportation and circulation conditions within the study area, which is defined as the approximately 0.5-mile radius from the project site on Draft EIR page 4.2-1. The TIDE Academy is located within the transportation study area.

People traveling to and from the TIDE Academy are considered in the description of existing traffic, transit, pedestrian, bicycle, loading, and emergency access conditions in Section 4.2.1.1, Existing Transportation and Circulation System, on pages 4.2-2 through 4.2-12 of the Draft EIR. The TIDE Academy is identified as one of the approved development projects included in the Near Term (2022) Conditions analysis, as shown in Table 10 of the Transportation Impact Analysis provided as Appendix E to the Draft EIR. People traveling to and from the TIDE Academy are accounted for in the near term (2022) turning movement counts volumes used for the intersection level of service analysis (although it should be noted that level of service is no longer an impact threshold for CEQA purposes). Intersection operations analysis is presented for 29 study intersection locations, including intersections adjacent to the TIDE Academy, for the morning and evening peak periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). Vehicular turning movement volumes are presented in Draft EIR Appendix E, Transportation Impact Analysis (TIA), Attachment 1, Turning Movement Counts – All Scenarios. As such, the analysis presented within the Draft EIR

appropriately and adequately considers people traveling to and from the TIDE Academy.

Project-generated travel demand and trip distribution and assignment are presented on pages 4.2-27 through 4.2-29 of the Draft EIR. The vehicle trip generation estimates for the proposed project were calculated using the trip generation rates from the most recent ITE Trip Generation Manual (10th Edition, 2018) for the proposed land uses. As shown on page 4.2-29 of the Draft EIR, in Table 4.2.B, the proposed project would generate 114 net new AM peak hour vehicle trips (-13 inbound trips and 127 outbound trips) and 96 net new PM peak hour vehicle trips (103 inbound trips and -7 outbound trips). Project-generated vehicle traffic was distributed to the surrounding roadway network based on travel surveys and existing traffic patterns, which reflect surrounding land uses, including school sites. Trip assignment is illustrated in Appendix E, TIA, Attachment 1, Turning Movement Counts – All Scenarios. For these reasons, the estimated travel demand and trip distribution appropriately and adequately consider school sites and home-to-school travel.

The significance thresholds for transportation impacts are presented on page 4.2-23 of the Draft EIR. Analysis of project-specific and cumulative impacts to the transportation and circulation network in the study area are presented in Section 4.2.2.4 Project Impacts, beginning on Draft EIR page 4.2-29. As demonstrated through this analysis, project-specific and cumulative impacts would be less than significant.

Pedestrian safety is discussed within the analysis of project impacts related to conflicts with applicable plans, ordinances, and policies on pages 4.2-29 through 4.2-35 of the Draft EIR. As presented on page 4.2-35 of the Draft EIR, the proposed project would have a less-than-significant impact related to applicable plans, ordinances, and policies, including Policy CIRC-2.7: Walking and Biking. The proposed project would provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through appropriate design and maintenance. The proposed project would provide safe and convenient access for pedestrians and improve pedestrian safety through design efforts, including dedication of easements along Jefferson Drive and Constitution Drive to construct a portion of public sidewalk. Within the site, pedestrian walkways would be incorporated around the apartment buildings and the townhouse complex and a 20-foot-wide paseo extending from Jefferson Drive to Constitution Drive would be constructed. The analysis presented within the Draft EIR appropriately and adequately describes the potential for impacts related to pedestrian safety.

Analysis of emergency access is presented on page 4.2-40 of the Draft EIR. As discussed, although there would be a general increase in vehicle traffic from the proposed project, the proposed project would not inhibit

emergency access or substantially affect emergency response times or access to other buildings or land uses in the area, including the TIDE Academy. The analysis presented within the Draft EIR appropriately and adequately describes the potential for impacts related to emergency access.

Traffic hazards are analyzed on pages 4.2-39 through 4.2-40 of the Draft EIR. For purposes of CEQA, hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. The proposed project does not include any design features that could cause hazardous conditions. The analysis presented within the Draft EIR appropriately and adequately describes the potential for impacts related to traffic hazards.

Analysis of cumulative impacts is presented in Section 4.2.2.5, Cumulative Impacts on pages 4.2-40 through 4.2-42 of the Draft EIR. As summarized in this section, consistent with the ConnectMenlo Final EIR, the proposed project, in combination with cumulative projects, would have a less-than-significant impact with respect to conflicts with applicable plans, vehicle miles traveled, hazards, and emergency access. The analysis presented within the Draft EIR appropriately and adequately describes the potential for cumulative impacts.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Also refer to Responses A2-9 and A2-16.

Response A2-10:

This comment describes the roadway segment and intersection operations analysis findings from the ConnectMenlo Final EIR and suggests that traffic congestion impacts on the TIDE Academy were not adequately analyzed in the Draft EIR. The commenter also suggests that the traffic generated by the proposed project would impede circulation and inhibit operations of the TIDE Academy.

As stated on beginning on page 4.2-12 of the Draft EIR, pursuant to SB 743, intersection level of service (LOS) is no longer an applicable threshold for determining transportation impacts under CEQA, although these impacts were identified and mitigation measures were required in the ConnectMenlo Final EIR because at the time of certification of the ConnectMenlo Final EIR, LOS was the applicable threshold for analyzing transportation impacts. Consistent with the City's current TIA Guidelines, intersection LOS analysis was conducted for informational and planning purposes only. The results are summarized in Section 4.2.3, Non-CEQA Analysis of the Draft EIR and presented in Appendix E, TIA. Any LOS

deficiencies are not subject to mitigation in the EIR, but could be addressed through conditions of approval. For these reasons, an LOS analysis is not required for purposes of evaluating potential environmental impacts pursuant to CEQA and the City elects not to substantively respond to comments contending that LOS impacts were improperly analyzed. (See *Citizens for Positive Growth and Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609). However, the comments regarding LOS are noted and both the comments and non-CEQA analysis will be part of the record before the City when taking action on the proposed project.

Response A2-11:

This comment suggests that traffic generated by the proposed project would increase the risk of vehicle collisions. Pedestrian safety is discussed within the analysis of project impacts related to conflicts with applicable plans, ordinances, and policies on pages 4.2-29 through 4.2-35 of the Draft EIR. As shown on page 4.2-29 of the Draft EIR, in Table 4.2.B, the proposed project would generate 114 net new AM peak hour vehicle trips (-13 inbound trips and 127 outbound trips) and 96 net new PM peak hour vehicle trips (103 inbound trips and -7 outbound trips). Project-generated vehicle trips represent an incremental increase in traffic on the surrounding roadways and would not result in substantial increases in delay at study intersections. Additionally, the proposed project would construct a public sidewalk and pedestrian paseo and internal walkways and does not include any design features that could cause potentially hazardous conditions. As discussed on page 4.2-35 of the Draft EIR, the proposed project would have a less-than-significant impact related to applicable plans, ordinances, and policies, including General Plan Policy CIRC-4.4: Safety, and as discussed on pages 4.2-39 through 4.2-40 of the Draft EIR, the proposed project would have a less-than-significant impact related to traffic hazards and safety. Also refer to Response A2-9.

The analysis presented within the Draft EIR appropriately and adequately describes the potential for project impacts related to traffic safety. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-12:

This comment expresses the opinion that the Draft EIR does not analyze how traffic and parking demand generated by the proposed project would affect the safety and convenience of TIDE Academy students who walk or bike to school. The potential impacts of project-generated vehicle traffic on pedestrian safety (which would include those walking to TIDE Academy) and traffic hazards within the study area are discussed on pages 4.2-29 through 4.2-35 and pages 4.2-39 through 4.2-40 of the Draft EIR. Refer to Responses

A2-9 and A2-10. Parking is discussed within Section 4.2.3.2, Parking Assessment of the Draft EIR.

The proposed project's TDM plan is summarized on pages 4.2-26 and 4.2-27 of the Draft EIR. Similar to the SUHSD's TDM Plan, which is described in this comment, the TDM plan for the proposed project identifies several measures to reduce project-generated vehicle trips and associated demand for parking. The project proposes to include on-site amenities that would further reduce the need to drive to other sites and therefore also reduce the demand for vehicular parking. Additionally, the proposed project would add new sidewalks with street trees along the project's Constitution Drive and Jefferson Drive frontages in an effort to improve the pedestrian environment and encourage more walking.

For these reasons, as presented on pages 4.2-35 of the Draft EIR, the proposed project would have a less-than-significant impact related to applicable plans, ordinances, and policies, including General Plan Policy CIRC-1.7: Bicycle Safety, Policy CIRC-1.8: Pedestrian Safety, Policy CIRC-2.7: Walking and Biking, among others. Additionally, as presented on pages 4.2-39 through 4.2-40 of the Draft EIR, the proposed project would have a less-than-significant impact related to traffic hazards and safety.

The analysis presented within the Draft EIR appropriately and adequately describes the potential for project impacts related to traffic and pedestrian safety. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-13:

This comment suggests that the Draft EIR does not provide sufficient information as to whether the proposed project would comply with the City's General Plan policies. However, the analysis of compliance with the City's General Plan policies is provided on pages 4.2-29 through 4.2-35 of the Draft EIR. Table 4.2.C, beginning on page 4.2-29, presents the consistency finding and describes the reason for the finding as it specifically relates to the proposed project.

Specifically, the proposed project was found to be consistent with Policy CIRC-6.4: Employers and Schools because the project proposes to provide a TDM plan that implements measures encouraging employers to promote walking, bicycling, carpooling, shuttles, and transit use.

As noted by the commenter, General Plan Policy CIRC-1.9 was excluded from the Draft EIR discussion. This is because General Plan Policy CIRC-1.9 is a citywide policy and is not specific to the proposed project. However, the proposed project would be consistent with this policy and would enhance

the safety of children walking and biking to school through the construction of a public sidewalk and the addition of lighting on Independence Drive.

Pedestrian safety is also addressed in Responses A2-9 and A2-11. Impacts related to traffic hazards, which would be less than significant, are analyzed on pages 4.2-39 through 4.2-40 of the Draft EIR.

The analysis presented within the Draft EIR appropriately and adequately describes the potential for project impacts related to compliance with the City's General Plan policies. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-14: This comment states that the Draft EIR does not consider secondary impacts on pedestrian and student safety caused by inadequate parking. However, parking is discussed within Section 4.2.3.3, Parking Assessment, beginning on page 4.2-67 of the Draft EIR. The proposed parking supply would meet Zoning Code requirements and would be appropriate for a project of this size. The parking demand calculations show a peak residential parking demand for 633 spaces and a peak office parking demand of eight spaces. The project proposes to provide 507 residential parking spaces and six office parking spaces. The proposed supply of parking spaces would fall short of estimated demand. However, the parking demand estimates do not account for implementation of the TDM plan and as a result, likely overestimate the parking demand that would be generated by the project. As stated on page 4.2-68 of the Draft EIR, implementation of the proposed TDM plan would reduce project-generated vehicle trips and associated demand for parking. Furthermore, limiting parking supply is considered an effective TDM strategy and research has confirmed that the availability of parking increases private car ownership and vehicle travel and that increasing parking supply can undermine incentives to use transit and travel by other modes.

The analysis presented in the Draft EIR appropriately and adequately describes the potential for project impacts related to parking and pedestrian safety. This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-15: This comment suggests that the cumulative traffic impact analysis provided in the Draft EIR is deficient. Refer to Response A2-9, which addresses this concern.

Response A2-16: This comment states that the Draft EIR was required to analyze air quality impacts of the project on the TIDE Academy and cumulative impacts on schools and the community resulting from increased vehicular movement and volumes.

As discussed in the Draft EIR, the Bay Area Air Quality Management District (BAAQMD) is currently designated as a nonattainment area for State and national ozone standards and national particulate matter ambient air quality standards. BAAQMD nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. Therefore, if the proposed project's daily average or annual emissions of construction- or operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed project would result in a considerable contribution to a cumulatively significant impact. As shown in Table 4.3.E of the Draft EIR, with implementation of the BAAQMD's required Best Management Practices (Mitigation Measure AIR-1) during construction, construction of the project would result in emissions that are well below the established BAAQMD significance thresholds. Therefore, construction of the proposed project would not result in an impact to students or staff members of the TIDE Academy. As shown in Table 4.3.F of the Draft EIR, operational emissions associated with the proposed project would also be well below the BAAQMD's significance thresholds for regional emissions. As such, the proposed project would not result in individually significant impacts and therefore the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts. Cumulative impacts would be considered less than significant. As such, the proposed project would not result in significant project level or cumulative impacts to schools including the TIDE Academy or the community in general during project construction or as a result of the increased vehicular movement and volumes.

To determine the impact of the proposed project on sensitive receptors within proximity of the project site, such as residents and students, a

construction health risk assessment (HRA) was prepared to evaluate construction- period health risk to off-site receptors, as described on pages 4.3-31 through 4.3-32 of the Draft EIR. The TIDE Academy is located at 150 Jefferson Drive, approximately 85 feet south of the project site, as identified in the Draft EIR and illustrated in the sensitive receptor maps included in Appendix G to the Draft EIR. Based on the results of the construction HRA as shown in Table 4.3.G in the Draft EIR, the risk to the maximally exposed individual (MEI)² would exceed the BAAQMD thresholds for cancer risk and would not exceed thresholds for chronic and acute hazard index, or PM_{2.5} concentration. Therefore, the Draft EIR identified Mitigation Measure AIR-2, which requires the use of Tier 4 construction equipment. As shown in Table 4.3.H of the Draft EIR, with implementation of Mitigation Measure AIR-2, construction of the proposed project would not expose sensitive receptors, including TIDE Academy, to substantial pollutant concentrations and this impact was determined to be less than significant with mitigation. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 4.3.F of the Draft EIR for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM₁₀ and PM_{2.5}). The results shown in Table 4.3.F of the Draft EIR indicate the project would not exceed the significance criteria for ROG, NO_x, PM₁₀ or PM_{2.5} emissions. The increase in emissions associated with the proposed project would be a small fraction of the Air Basin's emissions. Therefore, the emissions associated with implementation of the proposed project would not be expected to exceed the most stringent applicable State or federal ambient air quality standards, which are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the State and federal ambient air quality standards are purposefully set low to protect children, the elderly, and those with existing respiratory problems. Therefore, implementation of the proposed project is not expected to result in any Basin-wide increase in health effects. As such, impacts were determined to be less than significant. Therefore, the proposed project would not expose sensitive receptors, including students or staff members of the TIDE Academy, to substantial pollutant concentrations during construction or operation of the proposed project.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

² The methodology for determining the exposure level for the maximally exposed individual is described on pages 4.3-33 through 4.3-35 of the Draft EIR. The MEI is the hypothetical individual that would experience the greatest exposure to generated emissions due to proximity and/or length of exposure (assumed to be a period of 30 years) and therefore represents the most conservative assumed level of exposure.

Response A2-17: This comment states that the Draft EIR inadequately analyzed noise and inappropriately deferred the analysis of potential vibration impacts on the TIDE Academy.

The Draft EIR provided quantifiable noise data and analysis. Noise impacts associated with the proposed project were identified and discussed on pages 4.5-13 through 4.5-18 of the Draft EIR. As described in the Draft EIR, sources of noise associated with residential uses typically include vehicle traffic and operational noise, such as heating, ventilation, and air conditioning (HVAC) equipment.

As shown in Table 4.5.F of the Draft EIR, traffic noise levels were assessed using the FHWA Highway Traffic Noise Prediction Model (FHWA RD 77-108). As shown in Table 4.5-F, noise modeling indicates that the future noise levels along Jefferson Avenue at the TIDE Academy are projected to increase by 0.1 dBA. This noise level increase would be well below the significance threshold for noise-level increases of 3 dBA or more and would not be perceptible. Therefore, traffic noise associated with the proposed project would not affect teachers or students at the TIDE Academy. As such, traffic-related noise impacts at TIDE Academy would be less than significant.

Implementation of the proposed project would include a total of approximately 52,439 square feet of open space. As discussed on page 4.5-17 of the Draft EIR, noise generated by the open space would include people conversing and occasional dogs barking; however, due to the intermittent nature of these activities, the proposed open space uses would not cause an increase in noise levels of more than 3 dBA. In addition, as required by ConnectMenlo Final EIR Mitigation Measure NOISE-1b, stationary noise sources, and landscaping and maintenance activities would be required to comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code, which sets maximum noise levels at any residential receiving property to a maximum of 60 dBA during the daytime hours between 7:00 a.m. to 10:00 p.m., and to 50 dBA during the nighttime hours between 10:00 p.m. and 7:00 a.m. In addition, Section 8.06.040 of the Noise Ordinance also contains a number of qualified exceptions to the limitations stipulated in the ordinance, including social gatherings and animals. As such, noise generated by use of the open space would not result in a substantial increase in noise levels at the TIDE Academy.

Other operational-related noise sources would include HVAC equipment and emergency generators. The Draft EIR found that as the emergency generators would be located inside, noise associated with the emergency generators would be shielded and would not be noticeable at the surrounding uses. In addition, the Draft EIR assumed that the HVAC-related noise would generate 75 dBA L_{max} at 3 feet. At 50 feet, there would be a decrease of approximately 24 dBA over the existing noise levels due to

attenuation with distance. As such, HVAC-related noise would be approximately 51 dBA L_{max} at 50 feet. In addition, the HVAC equipment would be screened with a parapet, which would reduce noise levels by approximately 5 dBA. Therefore, HVAC-related noise would be approximately 46 dBA at 50 feet, which would not exceed the City's noise level standards for mechanical equipment of 50 dBA L_{max} at 50 feet. The TIDE Academy is located at 150 Jefferson Drive, approximately 85 feet south of the project site. At this distance, noise levels would be reduced by 4 dBA, resulting in noise levels of 42 dBA at the school. HVAC equipment noise associated with the proposed project would not be perceptible at the TIDE Academy.

As discussed in Section 3.13, Noise, of the Initial Study prepared for the proposed project (Appendix B), with implementation of ConnectMenlo Final EIR Mitigation Measure NOISE-1c, the proposed project would result in less-than-significant construction-period noise impacts. In addition, with implementation of ConnectMenlo Final EIR Mitigation Measure NOISE-2a, the proposed project would result in less-than-significant construction-period vibration impacts. As identified above and in the Draft EIR, the TIDE Academy is located at 150 Jefferson Drive, approximately 85 feet south of the project site. At this distance, noise levels from construction would be reduced by 4 dBA from distance attenuation. As shown in Table 4.5.F of the Draft EIR, existing noise levels due to traffic at the TIDE Academy (Jefferson Drive east of Chrysler Drive) are approximately 58.5 dBA CNEL. Construction noise levels would be approximately 85 dBA L_{max} at a distance of 50 feet. With attenuation due to distance, maximum construction noise levels would be 81 dBA L_{max} , which result in a temporary or periodic increase in ambient noise conditions at the TIDE Academy. However, construction equipment would operate at various locations within the 4.83-acre project site and would only generate this maximum noise level when operations occur closest to TIDE Academy. Construction noise is permitted by the City of Menlo Park when activities occur between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday. In addition, the proposed project would implement ConnectMenlo Final EIR Mitigation Measure NOISE-2a to reduce construction noise levels. Therefore, construction-related noise and vibration would not disrupt activities and uses occurring at the TIDE Academy and this impact would be less than significant.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-18: This comment requests additional information related to housing and population growth that would result from the proposed project. The proposed project fits within the overall scope of the program level of

analysis provided in the ConnectMenlo Final EIR (see Response A2-4). The analysis in the Draft EIR determines that the proposed project would not induce unplanned population growth. The topic of population and housing is addressed in Section 4.1, Population and Housing of the Draft EIR and the analysis concludes that all project impacts for this topic would be less than significant.

An estimate of potential development fees to be paid by the project sponsor in advance of building permit approval is provided in Response A2-4. This is calculated based on the currently proposed total square footage of residential and nonresidential development as identified in Chapter 3.0, Project Description of the Draft EIR. Currently, the proposed project consists of 104 studios, 68 junior one-bedroom units, 224 one-bedroom units, 33 two-bedroom units, and 12 three-bedroom units. The overall square footage, number of bedrooms, and average unit size may be refined at the building permit stage.

Refer to Response A2-4 for additional information. Also refer to Responses A2-9 and A2-16 regarding cumulative impacts.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-19:

This comment suggests that the proposed project would result in inconsistencies with the City's General Plan that could result in impacts to schools. As discussed in the preceding responses, impacts to schools were adequately evaluated in the ConnectMenlo Final EIR, the proposed project is within the scope of analysis of the certified Final EIR, and project-specific impacts that could result from the proposed project would not occur or would be less than significant. Consistency with General Plan policies is evaluated in the ConnectMenlo Final EIR and in the applicable topical sections of the Draft EIR. The proposed project was determined to be generally consistent with applicable City policies, particularly those that promote safe and convenient access for pedestrians and bicyclists (refer to pages 4.2-30 through 4.2-35 of the Draft EIR and Response A2-9).

Further, as discussed in Response A2-4, payment of required school fees would ensure that the SUHSD receives funds to help plan for and accommodate expanding enrollment within the SUHSD service area. Potential impacts related to school facilities are discussed throughout the ConnectMenlo Final EIR, the Draft EIR for the proposed project, and in Responses A2-9 through A2-18 of this RTC Document and were determined to be less than significant, in some cases with implementation of required mitigation measures.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-20: This comment states the opinion that the payment of school impact fees will not mitigate school impacts to a less than significant level. As described in Responses A2-3 through A2-19, above, the certified ConnectMenlo Final EIR and the Draft EIR for the proposed project adequately evaluate the potential impacts to and related to schools. Also refer to Responses A2-21 and A2-22 below.

This comment does not provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

Response A2-21: This comment, which suggests that the City should work with the SUHSD to site and plan new facilities, is noted. As described in Responses A2-3 through A2-20 and below in Response A2-22, the proposed project would not result in any potentially significant impacts to school facilities.

Response A2-22: This comment suggests possible mitigation measures, such as land dedication and phased development to address what the commenter perceives as impacts. Please see Response A2-4. The proposed project would not result in a significant physical environmental impact related to school facilities; therefore, there is no nexus to require mitigation measures under CEQA.

Response A2-23: This comment suggests that the Draft EIR should be recirculated based on the commenter's opinion that the Draft EIR is incomplete and inadequate. Each comment has been specifically addressed and responded to in Responses A2-1 through A2-22, above. None of the comments provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR.

As explained in Chapter 2.0, Potentially Revised Project, of this RTC Document, CEQA requires recirculation when "significant new information" is added to an EIR after publication of the Draft EIR, but before certification. Further, new information is considered significant under CEQA when: "The EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's applicants have declined to implement." CEQA Guidelines Section 15088.5 states that:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.” Significant new information” requiring recirculation includes, for example, a disclosure showing that:
- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

In this case, as demonstrated in Responses A2-1 through A2-22 and in the discussion of the potentially revised project provided in Chapter 2.0, there are no significant new information, changes to the project, or changed circumstances that will result in: (1) new significant impacts; (2) a substantial increase in the severity of an environmental impact; or (3) the availability of new considerably different feasible alternatives or mitigation measures. None of the comments provide evidence that the analysis is inadequate, that there would be any new significant impacts not addressed in the Draft EIR, or that impacts would be substantially more severe than those identified in the Draft EIR. Impacts associated with transportation,

noise, and pollutants are discussed throughout the appropriate topical sections in the Draft EIR and the commenter's concerns related to these items are further addressed in Responses A2-9 through A2-17. All impacts were determined to be less than significant with implementation of recommended mitigation measures and none of the impacts identified in the Draft EIR or Initial Study were specific to SUHSD facilities. These impacts were appropriately addressed in the ConnectMenlo Final EIR and were determined to be less than significant.

Further, new information added to the Draft EIR or in this RTC Document provides additional staff-initiated analysis that does not relate to the comments or concerns expressed in this comment letter and only serves to further ensure all impacts are less than significant. The Draft EIR, with the minor changes identified in this RTC Document, provides an adequate level of information to allow the decision-makers to consider the significant impacts associated with the proposed project and make a determination regarding project approvals. The changes and clarifying information do not preclude meaningful public review and comment. Thus, the Final EIR can be certified and need not be recirculated.

From: [Louise DeDera](#)
To: [Smith, Tom A](#)
Subject: Input on Menlo UpTown Project
Date: Friday, December 18, 2020 1:29:32 PM

CAUTION: This email originated from outside of the organization. Unless you recognize the sender's email address and know the content is safe, DO NOT click links, open attachments or reply.

My comment on this project and adjacent Jefferson Project and 111 Constitution Dr. is that instead of office space, these projects need to include retail which would keep the 600-700 new residents from having to drive to fill basic needs: Grocery, Pharmacy, Office supply, gas station.

1

Thank you,
Louise
Louise Sturges DeDera cell 650-642-1422 Compass, 1550 El Camino Real Suite 100,
Menlo Park,
BRE 00409938 Loudedera@gmail.com

LETTER B1

Louise DeDera
December 18, 2020

Response B1-1: This comment, which addresses the merits of the mix of uses in the proposed project and not the adequacy of the information or analysis contained in the Draft EIR, is noted. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

From: [Annabelle Nye](#)
To: [Smith, Tom A](#)
Subject: Menlo Uptown
Date: Sunday, December 27, 2020 7:52:45 AM

CAUTION: This email originated from outside of the organization. Unless you recognize the sender's email address and know the content is safe, DO NOT click links, open attachments or reply.

To Tom Smith:

We are against this project. There has been way too much development in Menlo Park. We are ruining our city, too many new apartments, too many cars, traffic congestion and on and on and on.

Please stop the over development insanity.

from long-time residents,

Blaine and Annabelle Nye

1

LETTER B2

Blaine and Annabelle Nye
December 27, 2020

Response B2-1: This comment, which addresses the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft EIR, is noted. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

January 11, 2021, Planning Commission Meeting Public Comments

Comment
Letter
B3

Thank you for your interest in the Planning Commission's upcoming discussions. Please use the form below to submit your comments no later than one (1) hour before the meeting. Comments received by that time will be forwarded to the Planning Commission and included as part of the public record for the meeting, just as if you had come to comment in person.

Agenda items on which to comment:

F1. Use Permit/Thomas James Homes/30 Sharon Court

F2. Draft Environmental Impact Report (EIR) Public Hearing /SP Menlo LLC/111 Independence Drive

F3. Draft Environmental Impact Report (EIR) Public Hearing/Andrew Morcos/141 Jefferson Drive and 180-186 Constitution Drive (Menlo Uptown)

G1. Study Session for Use Permit, Architectural Control, Below Market Rate (BMR) Housing Agreement, and Environmental Review/SP Menlo LLC/111 Independence Drive

G2. Study Session for Use Permit, Architectural Control, Major Subdivision, Heritage Tree Removal Permits, Below Market Rate (BMR) Housing Agreement, and Environmental Review/Andrew Morcos/141 Jefferson Drive and 180-186 Constitution Drive (Menlo Uptown)

Agenda item number	F3
Subject	Access For 167 Constitution Drive During Construction
Meeting date	Field not completed.
Public comment	<p>My name is Glen Lynch and I am the owner of the building and business, Menlo Supply, at 167 Constitution Drive. The proposed project is directly across Constitution Drive from my business. At this point in the project review, my main concern is with large truck access to my driveway. Menlo Supply is a wholesale plumbing distribution company. As such, we regularly receive large shipments of materials that are inventoried and later sold to plumbers and contractors. Shipments are delivered by truck, and these "semis" can pull a 53-foot trailer and be 75 feet or longer in total length. In order for trucks of this size to access our driveway and loading dock at the back of the building, they need the full width of Constitution Drive to initiate a turn and back a 53-foot trailer to the dock doors.</p> <p>I would like some assurance that the construction process will at no time "squeeze" or narrow Constitution Drive in such a way that trucks cannot efficiently deliver materials to my business.</p>
First name	Glen
Last name	Lynch
Email address	glynch@cupertinosupply.com
What is your affiliation?	Resident, Other
Other	Menlo Park Property and Business Owner
Address1	167 Constitution Drive
Address2	Field not completed.
City	Menlo Park
State	CA
Zip	94025

1

LETTER B3

Glen Lynch
January 11, 2020

Response B3-1: This comment expresses concerns regarding continued access to the property at 167 Constitution Drive during project construction. A description of construction activities is provided in Section 3.4.5 Demolition, Grading, and Construction on page 3-42 of the Draft EIR. The discussion of construction impacts is based on currently available information from the project sponsor. The construction information has been developed by the sponsor and their contractor for the purpose of environmental review and is subject to change once construction-level plans are available and the construction logistics are reviewed by City agencies, as required. The construction contractor would be required to meet the City of Menlo Park Construction Policies, and all plans issued for construction are to be reviewed and approved by the City of Menlo Park Building Division. The construction management plan would be developed to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible.

CITY OF MENLO PARK
PLANNING COMMISSION

In re)
141 JEFFERSON DRIVE)
180-186 CONSTITUTION DRIVE))
MENLO UPTOWN)
_____)

ENVIRONMENTAL IMPACT REPORT
SCOPING SESSION
REPORTER'S TRANSCRIPT OF PROCEEDINGS
MONDAY, JANUARY 11, 2021
MENLO PARK CITY COUNCIL CHAMBERS

Reported by: MARK I. BRICKMAN, CSR, RPR
License No. 5527

1 ATTENDEES

2 THE PLANNING COMMISSION:

- 3 Henry Riggs - Chairperson
Michael C. Doran - Vice Chairperson
4 Camille Kennedy (Absent)
Chris Decardy
5 Michele Tate (Absent)
Andrew Barnes
6 Larry Kahle (Absent)

7 THE CITY STAFF:

- 8 Thomas Smith - Senior Planner

9 SUPPORT CONSULTANT:

- 10 Matthew Wiswell, LSA Associates
Theresa Wallace: LSA Associates

11 PROJECT PRESENTERS:

- 12 Andrew Morcos
13 Clark Manus
Karen Krolewski
14

15 ---o0o---

16

17 BE IT REMEMBERED that, pursuant to Notice
18 of the Meeting, and on January 11, 2021, 10:13 PM at the
19 Menlo Park City Council Chambers, 701 Laurel Street,
20 Menlo Park, California, before me, MARK I. BRICKMAN, CSR
21 No. 5527, State of California, there commenced a Planning
22 Commission meeting under the provisions of the City of
23 Menlo Park.

24 ---o0o---

25

1	MEETING AGENDA	
2		Page
3	Presentation by Thomas Smith	6
4	Consultant Presentation	8
5	Consultant EIR Presentation	13
6	Public Comments	22
7	Commission Comments - None	
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1 areas.

2 The California Environmental Quality Act, CEQA,
3 requires this notice to disclose whether any listed
4 hazardous waste sites are present at the location.

5 The project location does not contain any
6 hazardous waste site included in a list than significant
7 prepared under Section 65962-5 of the Government Code.

8 The City previously prepared an initial study
9 for the proposed project to determine that the following
10 topic areas would have no impact, less than significant
11 impacts or less than significant impacts with mitigation
12 measures (including applicable mitigation measures from
13 the Connect Menlo EIR), and those areas would be
14 aesthetics, agriculture and cultural resources.

15 Biological resources, cultural resources,
16 energy, geology and soils, hazards and hazardous
17 materials, hydrology and water quality, mineral
18 resources, noise (being construction-period, groundborne
19 vibration and aircraft-related noise) as well as public
20 services, recreation, utilities and service systems,
21 tribal cultural resources and wildfire.

22 Written comments on the Draft EIR may also be
23 submitted to the Community Development Department at 701
24 Laurel Street, Menlo Park no later than 5:00 PM on
25 February 2 of this year.

1 I give this to Mr. Schmidt. I believe this is
2 your project.

3 MR. SCHMIDT: Good evening, Planning
4 Commission members. If we can move into the first
5 presentation for Menlo Uptown.

6 Okay. So I have here a map of the project
7 site. You can see the project site outlined in red here.
8 The orange parcels shown on this map are Zone R-MU-B
9 residential and just a little bit of context.

10 The project that you were just discussing is
11 located on this parcel a distance away from it. It is a
12 4.83 acre site, and as mentioned R-MU-B. There's the
13 paseo, which is the blue dotted line which runs through
14 the center of the project site.

15 And the redevelopment of this office site,
16 which is currently, would result in the construction of
17 483 residential units and 2,483 of office space for
18 non-profit uses.

19 73 of the units would be for BMR, below market
20 rate households, and amenities to construct at the bonus
21 level of development.

22 As with the previous project, there are two
23 public hearings this evening. One is a Draft
24 Environmental Impact Report Public Hearing which is the
25 opportunity to comment on the Focused Draft EIR for the

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1 project, and the second portion will be a Study Session,
2 very similar to what was just done to provide feedback on
3 the overall project, BMR housing proposal and the
4 amenities proposal.

5 There are two previous Study Sessions for the
6 project held in February of 2019 and December of 2019, so
7 this will be the Commission's third look at the project.

8 I want to reiterate that there are no actions
9 being taken this evening. There is a public comment
10 period apparently open which ends February 2nd, and after
11 that the EIR consultant will review and respond to all of
12 the comments and the Final EIR for the project, and at
13 that time the Planning Commission will consider the Final
14 EIR and land use entitlements and make a recommendation
15 to City Council to review the project, which would
16 include a major subdivision.

17 And so I won't go through this whole format,
18 but it's essentially the same format that we went before.
19 So we'll start with the Draft EIR for the hearing.

20 I will return turn it over to the applicant
21 followed by the EIR consultant at the and then we can go
22 from there to public comment, then Commissioner questions
23 and comments.

24 For the applicant, Greystar, I believe Andrew
25 Morcos will be starting out off the presentation.

1 MR. MORCOS: Yes, good evening, Planning
2 Commissioners. Thank you for having us tonight on this
3 late schedule. We appreciate you accommodating us as
4 much as possible. Hoping our presentation will come up
5 here soon.

6 My name is Andrew Morcos. As Tom said, I am
7 the senior development director for Greystar in Menlo
8 Park and we are here presenting Menlo Uptown, 441 rental
9 multi-family units and 42 townhomes between Constitution
10 and Jefferson just east of Chrysler in the Bayfront area.

11 On -- on the next slide, you'll see the
12 location of our project, and as I said, it's located
13 between Jefferson and Constitution just east of Chrysler.

14 On the following slide I'm going to not have
15 you or I read through this, but basically I wanted to
16 highlight the comments that were made at the last
17 Planning Commission meeting and since then through our
18 community outreach.

19 They centered around these six items, but can
20 be summarized in affordable housing, community amenity,
21 public art, materials and refinement of renderings and
22 Dumbarton rail devolvement, and I'll focus most of my
23 time on the community amenities because I think this
24 is -- that's what I'm really excited about.

25 That's what has come from all the community

Page 9

1 outreach that we've done, and it's also come from the
2 report by UC-Berkeley and Y-PLAN titled Investment and
3 Disinvestment.

4 So in summary, the total value of the community
5 amenity is determined to be 8.9 million. We're
6 recommending that that 8.9 million is accounted for
7 through 2,940 square feet of ground floor community space
8 that will be donated to a non-profit supporting community
9 land trusts in Belle Haven and Menlo Park.

10 The remainder 4.4 million of additional funds
11 would go directly and immediately to support the
12 preservation of housing and affordable housing to
13 prevention of displacement in Belle Haven where it's been
14 a significant issue as detailed in the report by UC-
15 Berkeley.

16 So what this does is it offers high quality
17 permanent affordable housing integrated into the Belle
18 Haven community, which I think along with the affordable
19 housing that's in our project is a significant
20 complement, and this is borne straight from that -- that
21 report and the community's input.

22 One of the great things about community land
23 trust is that the board who controlled kind of decision-
24 making and flexibility is made up of, you know, usually
25 three different groups of people.

1 One is the community land trust residents, so
2 the people living in the affordable housing. The second
3 group is residents from the greater community, and the
4 third is technical experts.

5 So experts in community land trust, governance
6 and tenant support, people that can help make sure that
7 the community land trust is run efficiently and
8 compassionately.

9 This slide is just a little bit more detail on
10 community land trusts. It's really about facilitating
11 the preservation of affordable units in the communities
12 where they need them the most and promoting affordable
13 housing production by developed land and keeping that
14 land in perpetuity for affordable housing.

15 Go on to the next slide. I'll skip over this.
16 This is just an increase in space that was allocated.
17 And then quickly I'll go through the EIR.

18 The main thing from the EIR is that this does
19 not identify any significant environmental impacts, and
20 our comment period closes on February 2nd.

21 We look forward to any comments at this
22 meeting, and if anyone out there can -- who's watching
23 this wants to speak to us directly, please reach out.
24 We're happy to have one-on-one meetings, as well.

25 With that, I'll hand it over to Clark Manus,

1 our architect on this to discuss multi-family and
2 townhome progression.

3 MR. MANUS: So Commissioners, good evening.
4 I'll keep my comments very concise here.

5 So the first image that's in front of you was
6 one that you saw in December of 2019 and reflects the
7 comments that you provided on the creation of the park at
8 the Constitution frontage.

9 Next.

10 So as a result of that, and recently with the
11 comment that you've shared with us, we've continued to
12 refine the project and the three renderings that you'll
13 see here are projections of the multi-family, the
14 combined site and the townhouses.

15 The next one.

16 The aerial rendering demonstrates the
17 importance of the organizing principle of the paseo and
18 the relationship of the public open space to the
19 buildings, and the western side of the paseo, as you
20 know, accommodates the seven-story U-shaped parking,
21 buildings with elevated courtyards on the eastern side on
22 the left is really the relationship of the paseo to the
23 townhouses, and David Burton, if you need, can talk about
24 the townhome layout.

25 Karen, our landscape architect, will also

1 address some of the issues that have been raised by Staff
2 on the open space in terms of its amenity.

3 Next. Next. So next -- one more.

4 So the following three plans depict as you've
5 seen before the ground floor parking and plans for the
6 multi-family homes, active uses front both Constitution
7 and the Jefferson Street frontages, and as you remember,
8 automated parking is free from use and bicycle parking
9 along the paseo help to screen it.

10 Perhaps mostly really by intent the community
11 benefits space that Andrew touched on touch both the
12 street and the paseo, and we believe it really further
13 reinforces the potential.

14 The open spaces, the multi-family buildings,
15 the massing does provide the setbacks in the key
16 locations that we've identified.

17 Next. Next. Next. Next.

18 And then lastly there was some discussion as a
19 result of the comments that you shared with us on the
20 materiality of the building.

21 These renderings and the ones that you've seen
22 before depict the multi-family and the townhouses in
23 terms of the range of materials that we're proposing.

24 Warm colors on the exterior facades to help to
25 unify the sight expression, and on the interior

1 courtyards and the upper level setbacks, you can see
2 their light colors to provide enhanced sunlight
3 expression.

4 So with that, I'd like to turn it over to Karen
5 to highlight some of the issues associated with the open
6 space.

7 MS. KROLEWSKI: Thank you, Clark.

8 So as a reminder, the Uptown project is a
9 cohesive site connecting the multi-family and townhome
10 sites, specifically with the paseo design.

11 We have worked to incorporate your comments.
12 Revisions include an expanded multi-use lawn area
13 basically for artwork, public artwork, seating elements,
14 strong connections -- as well as strong connections to
15 the townhome site.

16 We believe they have incorporated all the
17 comments that have been previously received and we thank
18 you for having the design and development team present
19 tonight and for your thoughtful feedback throughout
20 review of this project.

21 Thank you.

22 MR. SCHMIDT: And so with that, I believe we
23 can move into the presentation by the EIR consultant.

24 CHAIRPERSON RIGGS: Yes, please.

25 MR. WISWELL: Good evening, everyone. Matthew

1 Wiswell from LSA. You have the same project team for
2 this EIR for Menlo Uptown. So again Theresa Wallace is
3 with me, as well. I'm Matthew Wiswell. This
4 presentation will be pretty similar for the one that at
5 Independence. You'll also have the opportunity to
6 provide your comments again.

7 At this time I'll move through my presentation.
8 Following my presentation any member of the public that
9 wants to comment may do so. This agenda is similar to
10 EIR presentation for 111 Independence to supplement the
11 distinction.

12 So similar to 111 independence, the public
13 comments began December 4th and written comments must be
14 received by the close of business on February 2nd.

15 Again, we would encourage that comment tonight
16 also be submitted in writing. Each comment on the EIR
17 will be publicly responded to.

18 On November 25th, 2019, the City issued the NOP
19 and the initial study that was included for review. The
20 comment period for the NOP for the scope and the content
21 of the EIR ended on December 16th, 2019, and as I just
22 noted, the comment period ends on February 2nd, after
23 which we'll prepare our responses to comments received on
24 the adequacy of the EIR.

25 Now, in the response to comments document, it

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1 will also include any revisions if necessary after which
2 the City will consider certification of the EIR and --
3 and consider approval of the project as a separate
4 action. The 111 EIR is slated for early summer.

5 I will review the CEQA process with the items
6 in blue as the opportunities for public comment. We're
7 now in that sixty-day comment period for the Draft EIR
8 and then there will be an opportunity for public comment
9 during the final certification again.

10 More background on the purpose of CEQA. Two
11 things I want to call out in particular. CEQA documents
12 are disclosure documents. The lead agency is using the
13 information provided in the document to make informed
14 decisions about the project to disclose potential
15 environmental impacts in connection with construction
16 operation, and the environmental document does not
17 dictate whether or not the project should be approved or
18 not.

19 I think we've touched on the Connect Menlo EIR,
20 but the -- the public does share in the analysis for the
21 Connect Menlo Final EIR, and those development
22 assumptions of the Connect Menlo EIR.

23 So this -- this slide shows the findings of the
24 initial study that was stipulated with the Notice of
25 Preparation.

1 Based on the conclusions of the initial study,
2 the topics shown in the right three boxes of this table
3 were not further evaluated because it's been found that
4 the project would result in no significant effects
5 related to these issues by the Connect Menlo EIR.

6 The EIR including the evaluation of population
7 and housing, transportation and air quality, greenhouse
8 gas emissions and noise as an overview.

9 As you can see, no significant unavoidable
10 impacts, and all impacts can be reviewed with the
11 implementation of mitigation measures.

12 So population and housing again. The housing
13 needs assessment was prepared with the settlement
14 agreement with East Palo Alto which provided most of the
15 context and background population of the EIR.

16 The EIR for this project. The project would
17 fit within the growth projections identified in the EIR
18 and population growth and will not increase the pressures
19 on Belle Haven or East Palo Alto, as well, and no
20 mitigation measures will be required.

21 On the topic of transportation. Similarly the
22 TIA was prepared consistent with the City's TIA
23 guidelines. Again, not level of service and it needs to
24 be fifteen percent below that established regional
25 threshold.

1 So the EIR determined that the project would
2 comply and would be below the TDM threshold with the
3 project implementation and will be exempted because it
4 was too small.

5 The EIR also determined that the project would
6 generally comply with all those plans as well as
7 transportation and wouldn't result in any new impacts or
8 a design hazards for emergency access, and this EIR also
9 includes that non-CEQA analysis for a level of service.

10 Nine intersections were determined to exceed
11 the critical movement delay under the near-term and
12 twelve exceeded under the cumulative conditions.

13 There were some improvement measures that would
14 be included as -- as conditions of approval to improve.

15 For air quality, similar to 111 Independence,
16 implementation of the BAAQMD basic construction measures
17 will be implemented via Connect Menlo, and the project
18 would also not exceed any air quality emissions through
19 operations.

20 A no-project alternative was prepared for this
21 project, as well, and mitigation measures will be
22 required to ensure that construction-specific emissions
23 would be controlled to reduce exposure to outside
24 receptors, and it was determined that on-and-off
25 detectors would not be exposed to potential increases in

1 toxics.

2 Greenhouse gas emissions. All impacts are less
3 than significant with the implementation of those basic
4 construction measures. Through further review impacts,
5 the project would be well below the threshold for
6 operational emissions and would be generally consistent
7 with all those plans that are aimed at the GHG emissions.

8 Finally for noise, increases in noise would not
9 exceed City standards. There are some -- because there
10 are potential land uses, conditionally acceptable noise
11 environment, mitigation measures will be required to
12 reduce those interior noise impacts, including the
13 implementation of air conditioning, which is consistent
14 with the Connect Menlo EIR.

15 This slide shows the project alternatives that
16 were considered. It's the same alternatives that were
17 considered under 111 Independence.

18 The business level alternative is 339 fewer
19 residential units in the project, and it would increase
20 the office space by 18,000 square feet and the inclusion
21 of approximately 10,000 square feet of childcare space.

22 So while some of the impacts will be slightly
23 reduced to reduced construction, no impact will be
24 entirely avoided and similar mitigation will be required.

25 In addition, the increase office use will

Page 19

1 result in an increase in VMTs, such that this alternative
2 would result in a significant unavoidable VMT impact
3 associated with that.

4 And then the maximum buildout alternative
5 looked at development of the site. The maximum
6 residential density, the same number of residential
7 units, but approximately 39,000 square feet of office use
8 increase as well as that childcare use of 10,000 square
9 feet.

10 Similarly, none of the impacts would be reduced
11 or avoided and the same mitigation measures would be
12 required and there would also be that same significant
13 unavoidable VMT impact associated with this alternative.

14 So it was determined that the -- in terms of
15 the environmental impacts, the proposed project itself
16 would not have environmental impacts beyond the
17 acceptable levels.

18 And that will wrap it up for CEQA and our
19 overview of the CEQA process and the EIR analysis.
20 Comments should be directed towards Tom for this one, and
21 again submitted before February 2 at 5:00 PM.

22 CHAIRPERSON RIGGS: Thank you.

23 So Tom, is this an appropriate time to ask
24 for -- well, first I've got Commissioner questions I'd
25 like to ask for, but can I follow that up with Public

1 Comment?

2 MR. SCHMIDT: Yes. First I would recommend
3 actually taking Public Comment and then moving into the
4 Commissioner questions.

5 Before you do that, I would be remiss if I
6 didn't mention that shortly before the meeting we did get
7 one additional item of correspondence, and that comment
8 was from the owner of 167 Constitution Drive, which is
9 located directly across from the project site, and he had
10 expressed a concern about access to Constitution Drive
11 during construction that could potentially prevent large
12 trucks from making deliveries to his business.

13 Plumbing supplies get frequent deliveries from
14 fairly large trucks and semis, and so he was concerned
15 about issues on Constitution during the construction
16 process.

17 CHAIRPERSON RIGGS: All right. And is this
18 something that the Building Department can take care of
19 in terms of traffic management requirements?

20 MS. SCHMIDT: I actually looked back at the
21 applicant's preliminary construction plan and the project
22 entrances for construction would actually be located in
23 the vicinity of where the paseo would be towards the
24 center of the project site away from this driveway and
25 then also at the far edge of the proposed townhomes.

1 And so those two main accesses would be a -- a
2 fairly good distance away from the concerns for this
3 property.

4 CHAIRPERSON RIGGS: All right. Thank you.

5 MR. SCHMIDT: Mm-hmm.

6 CHAIRPERSON RIGGS: All right. With that I
7 will take your advice and we'll ask for public comment.

8 For those who are up late and are interested in
9 this project and following us on this Go-To Webinar you
10 will see the hand icon on the side of the control panel
11 that's on the right side of your screen, the webinar --
12 the Go-To Webinar info panel.

13 If you click on that hand icon, it will
14 indicate to Staff that you would like to speak and we
15 will put you through.

16 We're inviting the public to see for up to
17 three minutes on the subject of Menlo Uptown project at
18 this time.

19 Alternatively if you would like to use the chat
20 method to type a question or brief comment, that is at
21 the lower portion of the Go-To Webinar control panel.

22 I would ask that you type at least an initial
23 word or two at this time so we know you are there and
24 interested in making a comment, and we will give it
25 another, oh, half a minute to see if anyone responds to

1 our invitation to speak at this time.

2 MR. TAPIA: Good evening, Chair. It looks
3 like we have a virtual hand raised. So I will go ahead
4 and open their microphone at this time.

5 Glenn Lynch, you should be able to activate
6 your microphone now.

7 CHAIRPERSON RIGGS: Welcome, Mr. Lynch.

8 MR. LYNCH: Thank you, Commissioners. I am
9 Glenn Lynch, a business owner across the street that
10 submitted the question. Thanks for reading that about
11 truck access.

12 My big concern there was that the big project
13 on Constitution that just finished up took up half of
14 Constitution for most of the year while that project was
15 going on.

16 Fortunately it didn't affect me at all, but the
17 entire length of Constitution was -- was closed halfway
18 down.

19 If that happens in front of my site, those
20 trucks will not be able to get into my driveway, and
21 that's my concern there. So I just wanted to make sure
22 it was on the record.

23 My -- my other question is about the -- the
24 building of residential so close to industrial
25 occupancies.

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1 You know, we do start early in the morning. We
2 have forklifts and trucks running, and I kind of want to
3 also be on record to say that that occupancy does
4 generate noise.

5 I do occasionally have a customer emergency
6 late at night where I have to open my warehouse and fire
7 up a forklift and load a commercial water heater on to
8 somebody's truck.

9 It's not a lot of noise, but there is noise
10 generated there. To what extent will people moving in
11 and buying these units sort of be cognizant of that so
12 that we don't end up with the classic moving next to an
13 airport and then complain about the noise? I just want
14 to know if any of that has been considered.

15 Thank you.

16 CHAIRPERSON RIGGS: All right. Thank you.

17 And Mr. Tapia, do we have any other hands
18 raised for comments?

19 MR. TAPIA: At This time, Chair, I'm not
20 seeing any other comments or correspondence being
21 submitted.

22 CHAIRPERSON RIGGS: All right. At this time
23 I'd like to close the public comment period, bring it
24 back to Commissioners for questions or comments.

25 At this point the floor is entirely open as we

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cont.

1 address first the EIR and its adequacy and any elements
2 therein.

3 All right. Seeing no comments on the EIR, I'd
4 close the EIR Public Hearing noting that Commissioners
5 had no comments on that and then open the Study Session.

6 (This portion of the meeting concluded at 10:37
7 PM).

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1 STATE OF CALIFORNIA)

2 COUNTY OF SAN FRANCISCO)

3
4 I, the undersigned, hereby certify that the
5 discussion in the foregoing meeting was taken at the
6 time and place therein stated; that the foregoing is a
7 full, true and complete record of said matter.

8 I further certify that I am not of counsel or
9 attorney for either or any of the parties in the
10 foregoing meeting and caption named, or in any way
11 interested in the outcome of the cause named in said
12 action.

13
14 IN WITNESS WHEREOF, I have
15 hereunto set my hand this
16 _____ day of _____,
17 2021.

18 _____
19 MARK I. BRICKMAN CSR 5527

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PLANNING COMMISSION HEARING C1

January 11, 2021

Response C1-1: This comment expresses concerns regarding continued access to the property at 167 Constitution Drive during project construction. Please refer to Response B3-1, which addresses this concern.

Response C1-2: This comment expresses concerns related to the siting of residential uses within close proximity to existing industrial uses, particularly potential impacts related to noise generated by these existing uses. This topic is addressed on pages 4.5-18 through 4.5-20 in Section 4.5, Noise of the Draft EIR. As discussed, the project site is located within a conditionally acceptable noise environment based on the City's Noise and Land Use Compatibility Guidelines for multi-family residential land uses. Implementation of Mitigation Measure NOI-1 would ensure that building design measures are incorporated into the project to reduce interior noise levels to acceptable levels. As such, impacts to residential uses that could occur based on the existing noise environment within the vicinity of the site would be less than significant. In addition, it should be noted that the proposed project is consistent with the General Plan and zoning.

5.0 DRAFT EIR TEXT REVISIONS

This chapter presents specific changes to the text of the Draft EIR that are being made to clarify and supplement materials in the Draft EIR that are City-initiated. No revisions have resulted from comments received on the Draft EIR (refer to Chapter 4.0, Comments and Responses). In no case do these revisions result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text. Text deleted is shown in ~~strikeout~~.

5.1 CITY-INITIATED TEXT CHANGES

Page 3-2, after the first paragraph under Section 3.1.3, Regulatory Setting of the Draft EIR is revised as follows to include text that was inadvertently omitted from the Draft EIR:

The project site is located within the Residential Mixed Use Bonus (R-MU-B) zoning district.¹ The purpose and intent of the R-MU-B zoning district, identified in the Zoning Ordinance, is to: 1) provide high density housing to nearby employment; 2) encourage mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public and promote a live/work/play environment with pedestrian activity; and 3) blend with and complement existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses.² The maximum base residential density is 30 units per acre, with a floor area ratio (FAR) of up to 90 percent for residential uses and a height of up to 40 feet. In addition, the bonus-level of development allows for a density of up to 100 dwelling units per acre, a FAR of up to 225 percent for residential uses and 25 percent for non-residential uses, and a height of up to 85 feet in exchange for providing community amenities.

¹ Menlo Park, City of. 2019. City of Menlo Park GIS Viewer. Available online at: menlopark.maps.arcgis.com/apps/View/index.html?appid=0798b044d1b541f9b0498d94f5c804e0 (accessed July 30, 2020).

² Menlo Park, City of. 2019. Menlo Park Municipal Code. January 15.

The following includes and incorporates into Section 4.2, Transportation, of the Draft EIR revised text clarifying improvements to address non-CEQA level of service (LOS) conditions at certain intersections. LOS is no longer a CEQA threshold. The LOS analysis was evaluated as required by the City's Transportation Impact Analysis (TIA) Guidelines and included in the Draft EIR for informational purposes only.

Pages 4.2-47 through 4.2-51 of the Draft EIR are revised as follows:

Marsh Road and Bayfront Expressway (Intersection #1). Implementation of the proposed project would cause the Marsh Road and Bayfront Expressway intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions is to restripe the through lane on Haven Avenue to a shared through/right lane. The lane configuration on Haven Avenue would have one shared left/through lane, one shared through/right lane, and one right-turn lane. No widening or additional right of way would be required. This improvement is in the City's TIF program, and the project is required to pay traffic impact fees according to the City's current TIF schedule. Therefore, payment of the TIF program would address the changes in intersection delay as a result of project traffic.

With implementation of this intersection modification, the intersection would operate better than Near Term (2022) Conditions without the proposed project by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the AM peak hour.

Chrysler Drive and Constitution Drive (Intersection #8). Implementation of the proposed project would cause the Chrysler Drive and Constitution Drive intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended intersection modification to bring this intersection back to pre-project conditions and in compliance with the TIA Guidelines are to install one left-turn lane on westbound Chrysler Drive and convert the shared left/through/right lane to a shared through/right lane resulting in having one left-turn lane and one shared through/right lane in this direction. The excessive delay on southbound Constitution Drive would require installation of a right-turn lane and conversion of the shared through/right lane to through lane resulting in having one left-turn lane, one through lane, and one right-turn lane in this direction. The recommended modifications would require a widening to accommodate the lane modifications on westbound Chrysler Drive and on southbound Constitution Drive and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. The westbound approach improvements are in the City's TIF program. The project is required to pay the TIF according to the current TIF schedule. While the improvements to the westbound approach are included in the City's TIF program, the improvements on the other approaches are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Chilco Street and Constitution Drive (Intersection #12). Implementation of the proposed project would cause the Chilco Street and Constitution Drive intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour. The recommended modification to bring this intersection back to pre-project conditions and operate in compliance

with the TIA Guidelines is to install one right-turn lane on westbound Chilco Street and convert the shared through/right lane to a through lane. The lane configuration in this direction would be two left-turn lanes, one through lane, and one right-turn lane. The recommended modifications would require a widening on westbound Chilco Street to accommodate the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Willow Road and Hamilton Avenue (Intersection #14). Implementation of the proposed project would cause the Willow Road and Hamilton Avenue intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during both AM and PM peak hours.

The recommended modification to bring this intersection back to pre-project conditions is to install one right-turn lane on eastbound Willow Road and convert the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, two through lanes, and one right-turn lane. The recommended modifications would require a widening on eastbound Willow Road to accommodate the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Near Term (2022) Conditions without the proposed project by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during both AM and PM peak hours.

Willow Road and Newbridge Street (Intersection #17). Implementation of the proposed project would cause the Willow Road and Newbridge Street intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions is to modify the signal timing to a protected left-turn phasing operation on Newbridge Street, provide a leading left-turn phase on southbound Newbridge Street and a lagging left-turn phase on northbound Newbridge Street, and optimize signal timing. The signal modification would be

consistent with the recommended Willow Road Corridor Improvement Project in the City's Transportation Master Plan. No widening or additional right of way would be required. This improvement is in the City's TIF program, ~~and the project is required to pay traffic impact fees according to the City's current TIF schedule. Therefore, payment of the TIF program would address the changes in intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Near Term (2022) Conditions without the proposed project by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the PM peak hour.

Willow Road and Bay Road (Intersection #18). Implementation of the proposed project would cause the Willow Road and Bay Road intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions is to install one left-turn on southbound Bay Road resulting in two left-turn lanes and one right-turn lane in this direction. The recommended modification would require narrowing the existing median on Bay Road to accommodate the additional lane. The modification would be consistent with the recommended Willow Road Corridor Improvement Project in the City's Transportation Master Plan. No widening or additional right of way would be required. This improvement is in the City's TIF program, ~~and the project is required to pay traffic impact fees according to the City's current TIF schedule. Therefore, payment of the TIF program would address the changes in intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Near Term (2022) Conditions without the proposed project by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the AM peak hour.

Willow Road and Durham Street (Intersection #19). Implementation of the proposed project would cause the Willow Road and Durham Street intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install one right-turn lane on westbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modification would require a widening on westbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements~~

~~on the other approaches are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Willow Road and Coleman Avenue (Intersection #20). Implementation of the proposed project would cause the Willow Road and Coleman Avenue intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install one right-turn lane on eastbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modification would require a widening on eastbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements on are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Willow Road and Gilbert Avenue (Intersection #21). Implementation of the proposed project would cause the Willow Road and Gilbert Avenue intersection to operate in non-compliance with the TIA Guidelines under Near Term (2022) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install one right-turn lane on eastbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modification would require a widening on eastbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay a TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Pages 4.2-57 through 4.2-63 of the Draft EIR are revised as follows:

Marsh Road and Bayfront Expressway (Intersection #1). Implementation of the proposed project would cause the Marsh Road and Bayfront Expressway/Haven Avenue intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions is to restripe the through lane on Haven Avenue to a shared through/right lane resulting in having one shared left/through lane, one shared through/right lane, and one right-turn lane. No widening or additional right of way would be required. This improvement is in the City's TIF program, and the project is required to pay the TIF according to the City's current TIF schedule. ~~Therefore, payment of the TIF would address the changes in intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement delay at the intersection such that the increase becomes less than 0.8 seconds during the AM peak hour.

Chrysler Drive and Constitution Drive (Intersection #8). Implementation of the proposed project would cause the Chrysler Drive and Constitution Drive intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM and PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions is to install left-turn lane on westbound Chrysler Drive and convert the shared left/through/right to a shared through/right lane resulting in having one left-turn lane and one shared through/right lane in this direction. The excessive delays on southbound Constitution Drive would require an installation of right-turn lane and a conversion of the shared through/right lane to a through lane resulting in having one left-turn lane, one through lane, and one right-turn lane. Northbound Constitution Drive would require the installation of a right-turn lane and a conversion of the shared left/through/right lane to a shared left/through lane resulting in having one shared left/through lane and one right-turn lane. The recommended modification to lane configurations would require a widening of westbound Chrysler Drive and a widening of Constitution Drive on both sides of the intersection and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. The westbound approach improvements are in the City's TIF program. ~~The project is required to pay the TIF according to the current TIF schedule. While the improvements to the westbound approach are included in the City's TIF program, the~~

~~improvements on the other approaches are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the AM and PM peak hours.

Chrysler Drive and Jefferson Drive (Intersection #9). Implementation of the proposed project would cause the Chrysler Drive and Jefferson Drive intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install a traffic signal and convert the shared left/right lane to one left-turn lane and one right-turn lane on northbound Jefferson Drive to operate in compliance with the LOS standard.

The installation of a traffic signal is consistent with the City's Transportation Master Plan, which identifies traffic signal installation as a future improvement at the intersection of Chrysler Drive and Jefferson Drive. No widening or additional right of way would be required. This improvement is in the City's TIF program, ~~and the project is required to pay the TIF according to the City's current TIF schedule. Therefore, payment of the TIF program would address the changes in intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Chrysler Drive and Independence Drive (Intersection #10). Implementation of the proposed project would cause the Chrysler Drive and Independence Drive intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install a traffic signal, consistent with the City's Transportation Master Plan, which identifies traffic signal installation as a future improvement at the intersection of Chrysler Drive and Independence Drive. No widening or additional right of way would be required. This improvement is in the City's TIF program, ~~and the project is required to pay the TIF according to the City's current TIF schedule. Therefore, payment of the TIF program would address the changes in intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Chilco Street and Bayfront Expressway (Intersection #11). Implementation of the proposed project would cause the Chilco Street and Bayfront Expressway intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to modify the center left-turn lane to a shared left/right lane on Chilco Street and re-design the existing shared bike lane. The lane configuration in this direction would be one left-turn lane, one shared left/right lane, and one right-turn lane. The recommended improvements are subject to Caltrans' approval since the intersection is located within its jurisdiction.

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Chilco Street and Constitution Drive (Intersection #12). Implementation of the proposed project would cause the Chilco Street and Constitution Drive intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this City-controlled intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during both AM and PM peak hours.

The recommended modification to bring this intersection back to pre-project conditions is to install one right-turn lane on westbound Chilco Street and convert the shared through/right lane to a through lane. The lane configuration in this direction would be two left-turn lanes, one through lane, and one right-turn lane. The excessive delay on southbound Constitution Drive would require an installation of one left-turn lane and a conversion of the shared left/through lane into a through lane resulting in one left-turn lane, one through lane, and one right-turn lane in this direction. The recommended modifications would require a widening on westbound Chilco Street and southbound Constitution Drive to accommodate the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during both AM and PM peak hours.

Willow Road and Hamilton Avenue (Intersection #14). Implementation of the proposed project would cause the Willow Road and Hamilton Avenue intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modifications to bring this intersection back to pre-project conditions are to install one right-turn lane on both eastbound and westbound Willow Road and convert the shared through/right lane to a through lane for both directions. The lane configuration for both eastbound and westbound Willow Road would be one left-turn lane, two through lanes, and one right-turn lane. The recommended modification would require a widening on both directions of Willow Road to accommodate the additional lanes and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions without the proposed project and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the AM peak hour.

Willow Road and Newbridge Street (Intersection #17). Implementation of the proposed project would cause the Willow Road and Newbridge Street intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the AM peak hour.

The recommended modifications to bring this intersection back to pre-project conditions are to modify the signal timing to a protected left-turn phasing operation on Newbridge Street, provide a leading left-turn phase on southbound Newbridge Street and a lagging left-turn phase on northbound Newbridge Street, and optimize signal timing. The signal modification would be consistent with the recommended Willow Road Corridor Improvement Project in the City's Transportation Master Plan. In addition, the excessive delay on westbound Willow Road would require an installation of one right-turn lane and a conversion of the shared through/right lane to a through lane resulting in having one left-turn lane, three through lanes, and one right-turn lane in this direction. The recommended improvements would require a curb expansion for westbound Willow Road and would be subject to Caltrans approval. Since this improvement is subject to Caltrans approval, its implementation cannot be guaranteed. Additionally, it would potentially require acquisition of additional right-of-way and may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. However, the improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions without the proposed project and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during the AM peak hour.

Willow Road and Bay Road (Intersection #18). Implementation of the proposed project would cause the Willow Road and Bay Road intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during both AM and PM peak hours.

The recommended modification to bring this intersection back to pre-project conditions is to install an additional left-turn lane on southbound Bay Road resulting in having two left-turn lanes and one right-turn lane in this direction. The recommended modifications would require a narrowing of the existing median on Bay Road to accommodate the additional lane. The modification would be consistent with the recommended Willow Road Corridor Improvement Project in the City's Transportation Master Plan. No widening or additional right of way would be required. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions without the proposed project and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during both AM and PM peak hours.

Willow Road and Durham Street (Intersection #19). Implementation of the proposed project would cause the Willow Road and Durham Street intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during both AM and PM peak hours.

The recommended modifications to bring this intersection back to pre-project conditions are to install one right-turn lane on westbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modifications would require a widening on westbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would operate better than Cumulative (2040) Conditions without the proposed project and would be in compliance with the TIA Guidelines by reducing the increase in the average critical movement critical delay at the intersection by such that the increase becomes less than 0.8 seconds during both AM and PM peak hours.

Willow Road and Coleman Avenue (Intersection #20). Implementation of the proposed project would cause the Willow Road and Coleman Avenue intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during both AM and PM peak hours.

The recommended modifications to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines are to install one right-turn lane on eastbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modifications would require a widening on eastbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

Willow Road and Gilbert Avenue (Intersection #21). Implementation of the proposed project would cause the Willow Road and Gilbert Avenue intersection to operate in non-compliance with the TIA Guidelines under Cumulative (2040) Plus Project Conditions. The proposed project would cause this intersection to experience an increase in average critical movement delay of 0.8 seconds or greater during the PM peak hour.

The recommended modification to bring this intersection back to pre-project conditions and operate in compliance with the TIA Guidelines is to install one right-turn lane on eastbound Willow Road and restripe the shared through/right lane to a through lane. The lane configuration in this direction would be one left-turn lane, one through lane, and one right-turn lane. The recommended modifications would require a widening on eastbound Willow Road for the additional lane and would potentially require acquisition of additional right-of-way. This may require traffic signal modification if traffic signal poles need to be replaced due to the widening. ~~The project is required to pay the TIF according to the current TIF schedule. The improvements are beyond those in the TIF program and payment of the TIF would not entirely address the change to intersection delay as a result of project traffic.~~

With implementation of these intersection modifications, the intersection would be in compliance with the TIA Guidelines and address the project's share of the non-compliant operation.

The following includes and incorporates into Section 4.3, Air Quality, of the Draft EIR a revised analysis of the proposed project's potential impacts assuming the emergency generators would run up to 50 hours per year. As such, pages 4.3-28 through 4.3-29 are revised as follows:

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Stationary source emissions would result from the use of the emergency generators. This analysis assumes the 200 kilowatt (kW) generators (268 horsepower [(hp)] generators would be used up to 50 hours per year for maintenance and testing, consistent with the default operation limits for BAAQMD permitting.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Trip generation rates used in CalEEMod for the project were based on the project's trip generation estimates, which assume the proposed project would typically generate approximately 2,772 net new average daily trips (refer to Table 4.2.B in Section 4.2, Transportation, for trip generation estimates).²⁵ Consistent with ConnectMenlo requirements, the proposed project would comply with specific green building requirements for LEED certification, provide outlets for EV charging, enroll in the USEPA Energy Star Building Portfolio Manager, use new modern appliances and equipment, and comply with current CALGreen standards, all of which were included in the CalEEMod modeling assumptions. The proposed project would not increase the demand for natural gas as the City's reach codes would require the buildings to be all electric. In addition, the proposed project would include two emergency generators within the interior of each of the multi-family buildings, which were included in CalEEMod. When project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions. Model results are shown in Table 4.3.F. CalEEMod output sheets are included in Appendix F.¹

¹ Supplemental modeling data for the revised analysis is incorporated into Appendix A to the Response to Comments Document.

Table 4.3.F: Project Operational Emissions

	ROG	NO _x	PM ₁₀	PM _{2.5}
Pounds Per Day				
Area Source Emissions	13.1	0.5	0.2	8.2
Energy Source Emissions	0.1	1.2	0.1	0.1
Mobile Source Emissions	3.6	14.1	11.9	3.2
Stationary Source Emissions	<0.1	<0.10.3	<0.1	<0.1
Total Emissions	16.816.9	15.816.1	12.2	3.6
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	No	No	No	No
Tons Per Year				
Area Source Emissions	2.3	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.2	<0.1	<0.1
Mobile Source Emissions	0.6	2.5	2.1	0.6
Stationary Source Emissions	<0.1	<0.1	<0.1	<0.1
Total Emissions	2.9	2.8	2.1	0.6
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	No	No	No	No

Source: LSA ([March 2021](#)).

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the Air Basin. The daily and annual emissions associated with project operational trip generation, energy, area, and stationary sources are identified in Table 4.3.F for ROG, NO_x, PM₁₀, and PM_{2.5}. The results shown in Table 4.3.F indicate the project would not exceed the significance criteria for ROG, NO₂, PM₁₀ or PM_{2.5} emissions; therefore, the proposed project would not have a significant effect on regional air quality and mitigation measures to reduce operational emissions, as required by ConnectMenlo Final EIR Mitigation Measure AQ-2a, would not be necessary. This impact would be **less than significant (LTS)**.

The following includes and incorporates into Section 4.4, Greenhouse Gas Emissions of the Draft EIR a revised analysis of the proposed project’s potential impacts assuming the emergency generators would run up to 50 hours per year and an analysis of the proposed project’s potential impacts related to greenhouse gas emissions using the Statewide 2030 target.

Pages 4.4-19 through 4.4-20 are revised as follows:

CARB has completed a Scoping Plan, which will be utilized by the BAAQMD to establish the 2030 GHG efficiency threshold. However, BAAQMD has yet to publish a quantified GHG efficiency threshold for the 2030 target. Therefore, pursuant to CEQA Guidelines Section 15064.4(a), the City has the discretion to, in the context of a particular project, both quantify a project-specific threshold and conduct a qualitative analysis. Therefore, a scaled threshold consistent with State goals detailed in SB 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, respectively was developed for evaluation of the proposed project for 2024, when the proposed

project is anticipated to be operational. This EIR also includes an evaluation of the proposed project in 2030, the year of the updated Statewide target.

Based on the calculations, discussed in more detail below, to quantitatively determine significance, this EIR uses a threshold of 3.9 metric tons of CO₂e per capita service population (employees plus residents) per year, which was calculated for the buildout year of 2024 based on the GHG reduction goals of SB 32 and Executive Order B-30-15. This threshold is scaled from the BAAQMD 2020 target threshold to fit the Statewide 2030 target (40 percent below 1990 levels of emissions). This EIR uses a threshold of 2.76 metric tons of CO₂e per capita service population (employees plus residents) per year for the year 2030.

The scaled threshold was calculated as follows:

- The 2020 threshold was based on the 2020 target (1990 levels of emissions by 2020). Based on the current 2030 target (40 percent below 1990 levels by 2030), 40 percent below the 2020 threshold (1990 level) of 4.6 metric tons of CO₂e per capita service population (employees plus residents) per year would represent the 2030 threshold (2.76 metric tons of CO₂e per capita service population per year).
- The threshold between 2020 and 2030 is scaled at 4 percent per year (40 percent across the 10-year period).
- With an anticipated project operation date of 2024, the proposed project's target would be 3.9 metric tons of CO₂e per capita service population per year. This threshold is 16 percent below the 2020 target at a 4 percent per year reduction from the 2020 target for the 4-year period between 2020 and 2024.

Given the above, the quantitative analysis below is based on the following scaled threshold and the proposed project would have a significant impact related to greenhouse gas emissions if it would:

- Result in operational-related GHG emissions of greater than 3.9 metric tons of CO₂e per capita service population (employees plus residents) per year in 2024 (the project opening year) and less than 2.76 metric tons of CO₂e per capita service population per year in 2030.
- Conflict with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions (qualitatively discussed).

Pages 4.4-24 through 4.4-25 are revised as follows:

Water and wastewater related GHG emissions are based on water supply and conveyance, water treatment, water distribution, and wastewater treatment. Each element of the water use cycle has unique energy intensities (kilowatt hours [kWh]/million gallons). Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Land filling and other methods of disposal use energy for transporting and managing the waste, and these activities produce additional GHGs to varying degrees. Land filling, the most common waste management

practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is a GHG that is 25 times more potent than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere. In addition, stationary sources would be associated with the two emergency generators. This analysis assumes the 200 kW generators (268 hp) generators would be used up to 50 hours per year for maintenance and testing, consistent with the default operation limits for BAAQMD permitting.

Buildout Year 2024 Operational Analysis

As identified above, long-term operational GHG emissions associated with the proposed project were calculated using CalEEMod. When project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions. Model results are shown in Table 4.4.D below. CalEEMod output sheets are included in Appendix F.¹

¹ Supplemental modeling data for the revised analysis is incorporated into Appendix A to the Response to Comments Document.

As shown in Table 4.4.D, mobile source emissions are the largest source of emissions, at approximately 76 percent of total CO₂e emissions, followed by energy source emissions at approximately 21 percent of the total. In addition, water source emissions are approximately 2 percent and waste source emissions are approximately 1 percent of the total emissions. Area and stationary source emissions each account for less than 1 percent of the total emissions.

Table 4.4.D: Proposed Project GHG Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	5.9	<0.1	0.0	6.0	<1
Energy Source Emissions	568.3	<0.1	<0.1	572.2	21
Mobile Source Emissions	2,077.1	0.1	0.0	2,079.0	76
Stationary Source Emissions	10.2	<0.1	0.0	1.2 10.2	<1
Waste Source Emissions	11.4	0.7	0.0	28.2	1
Water Source Emissions	40.2	0.8	<0.1	66.9	2
Total Annual Emissions				2,753.5 2,762.5	100
Total Annual Service Population Emissions (Metric Tons/Year/Service Population)				2.2	-
Service Population Threshold¹				3.9	-
Exceed?				No	-

Source: LSA (March 2021).

¹ This threshold is based on the BAAQMD thresholds using a Statewide 2020 target (achieve 1990 levels by 2020) regressed to fit the Statewide 2030 target (40 percent below 1990 levels of emissions) for the project’s opening year of 2024.

As discussed in Section 4.4.1.2 and based on the project-specific thresholds developed for this analysis, greenhouse gas emissions generated by the proposed project would be less than significant if the proposed project would result in operational-related greenhouse gas emissions of less than 3.9 metric tons of CO₂e per service population (residents plus employees).

The proposed project would develop 483 residential units, which would provide housing for approximately 1,242 people. The proposed project would also result in the addition of approximately 13 new employees; therefore the total service population (residents plus employees) would be 1,255 people (refer to Section 4.1, Population and Housing). Therefore, the project’s GHG emissions would result in a GHG efficiency of 2.2 metric tons CO₂e per service population, which would be below the 3.9 metric tons of CO₂e per service population threshold. Therefore, the operational GHG emission impact of the proposed project would be **less than significant (LTS)**.

Future Year 2030 Operational Analysis

An analysis was conducted to evaluate whether the proposed project would meet a scaled threshold for the year 2030, consistent with State goals detailed in Senate Bill (SB) 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050 respectively. The additional analysis is provided below.

Long-term operational GHG emissions associated with the proposed project for year 2030 were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). When project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions. Model results are shown in Table 4.4.E below. CalEEMod output sheets are included in Appendix A of the RTC Document.

Table 4.4.E: Proposed Project Year 2030 GHG Emissions (Metric Tons Per Year)

<u>Emissions Source</u>	<u>Operational Emissions</u>				
	<u>CO₂</u>	<u>CH₄</u>	<u>N₂O</u>	<u>CO₂e</u>	<u>Percent of Total</u>
<u>Area Source Emissions</u>	<u>5.9</u>	<u><0.1</u>	<u>0.0</u>	<u>6.0</u>	<u><1</u>
<u>Energy Source Emissions</u>	<u>496.8</u>	<u><0.1</u>	<u><0.1</u>	<u>500.7</u>	<u>21</u>
<u>Mobile Source Emissions</u>	<u>1,800.6</u>	<u>0.1</u>	<u>0.0</u>	<u>1,802.0</u>	<u>76</u>
<u>Stationary Source Emissions</u>	<u>10.2</u>	<u><0.1</u>	<u>0.0</u>	<u>10.2</u>	<u><1</u>
<u>Waste Source Emissions</u>	<u>11.4</u>	<u>0.7</u>	<u>0.0</u>	<u>28.2</u>	<u>1</u>
<u>Water Source Emissions</u>	<u>33.1</u>	<u>0.8</u>	<u><0.1</u>	<u>59.8</u>	<u>2</u>
<u>Total Annual Emissions</u>				<u>2,407.1</u>	<u>100</u>
<u>Total Annual Service Population Emissions (Metric Tons/Year/Service Population)</u>				<u>1.9</u>	<u>=</u>
<u>Service Population Threshold¹</u>				<u>2.76</u>	<u>=</u>
<u>Exceed?</u>				<u>No</u>	<u>=</u>

Source: LSA (March 2021).

¹ This threshold is based on the BAAQMD thresholds using a Statewide 2020 target (achieve 1990 levels by 2020) regressed to fit the Statewide 2030 target (40 percent below 1990 levels of emissions) for year 2030.

As shown in Table 4.4.E, in 2030, mobile source emissions are the largest source of emissions, at approximately 76 percent of total CO₂e emissions, followed by energy source emissions at approximately 21 percent of the total. In addition, water source emissions are approximately two percent and waste source emissions are approximately one percent of the total emissions.

Area and stationary source emissions each account for less than one percent of the total emissions.

Based on the project-specific thresholds developed for this analysis, greenhouse gas emissions generated by the proposed project would be less than significant if the proposed project would result in operational-related greenhouse gas emissions of less than 2.76 metric tons of CO₂e per service population (residents plus employees) in 2030. The proposed project would develop 483 residential units, which would provide housing for approximately 1,242 people. The proposed project would also result in the addition of approximately 13 new employees; therefore, the total service population (residents plus employees) would be 1,255 people (refer to Section 4.1, Population and Housing). Therefore, the project's GHG emissions would result in a GHG efficiency of 1.9 metric tons CO₂e per service population, which would be below the 2.76 metric tons of CO₂e per service population threshold in 2030. Therefore, the operational greenhouse gas emission impact of the proposed project in 2030 would be ***less than significant (LTS)***.

Tables 4.4.E, 4.4.F, and 4.4.G on pages 4.4-27 through 4.4-37 of the Draft EIR are renumbered to Tables 4.4.F, 4.4.G, and 4.4.H, respectively.

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APPENDIX A

SUPPLEMENTAL GREENHOUSE GAS EMISSIONS DATA

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Menlo Uptown Project - Bay Area AQMD Air District, Annual

Menlo Uptown Project
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	512.00	Space	0.30	106,156.00	0
City Park	2.20	Acre	2.20	95,832.00	0
Apartments Mid Rise	441.00	Dwelling Unit	2.00	383,433.00	1261
Condo/Townhouse	42.00	Dwelling Unit	0.33	82,126.00	120
Strip Mall	2.10	1000sqft	0.00	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Menlo Uptown Project - Bay Area AQMD Air District, Annual

Project Characteristics - CO2 intensity based on 5-year average (PG&E, 2015)

Land Use - The proposed project would develop three residential buildings totaling approximately 466,000 square feet of gross floor area with a total of 483 residential units, 2,100 square feet of commercial space, associated open space, circulation and parking, and infrastructure improvements.

Construction Phase - Construction is expected to begin May 2021 and end summer 2024. Phasing based on assumptions provided by Project Applicant. Architectural Coating and Paving phases are default duration.

Grading - Approximately 16,500 cubic yards of soil import.

Demolition - Approximately 118,944 building square footage to be demolished.

Vehicle Trips - Based on trip generation prepared for the project.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generators would run 50 hours per year for testing and emergency use.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 2 construction equipment

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

Menlo Uptown Project - Bay Area AQMD Air District, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	230.00	887.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	8.00	38.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Menlo Uptown Project - Bay Area AQMD Air District, Annual

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	NumberGas	66.15	0.00
tblFireplaces	NumberGas	6.30	0.00
tblFireplaces	NumberNoFireplace	17.64	441.00
tblFireplaces	NumberNoFireplace	1.68	42.00
tblFireplaces	NumberWood	74.97	0.00
tblFireplaces	NumberWood	7.14	0.00
tblGrading	MaterialImported	0.00	16,500.00
tblLandUse	LandUseSquareFeet	204,800.00	106,156.00
tblLandUse	LandUseSquareFeet	441,000.00	383,433.00
tblLandUse	LandUseSquareFeet	42,000.00	82,126.00
tblLandUse	LotAcreage	4.61	0.30
tblLandUse	LotAcreage	11.61	2.00
tblLandUse	LotAcreage	2.63	0.33
tblLandUse	LotAcreage	0.05	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.14
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleTrips	ST_TR	6.39	6.29
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	0.00
tblVehicleTrips	ST_TR	42.04	0.00

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tblVehicleTrips	SU_TR	5.86	6.29
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.65	6.29
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	0.00
tblVehicleTrips	WD_TR	44.32	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					
2021	0.4670	4.4617	3.4340	9.1400e-003	0.8421	0.1796	1.0217	0.3482	0.1670	0.5152	0.0000	827.3701	827.3701	0.1254	0.0000	830.5061
2022	0.5003	3.8884	4.2837	0.0126	0.6227	0.1327	0.7554	0.1677	0.1248	0.2925	0.0000	1,140.3244	1,140.3244	0.1122	0.0000	1,143.1292
2023	0.4555	3.3707	4.1057	0.0123	0.6207	0.1137	0.7344	0.1672	0.1069	0.2741	0.0000	1,110.6152	1,110.6152	0.1079	0.0000	1,113.3133
2024	3.5020	1.4311	1.8179	5.3200e-003	0.2682	0.0462	0.3144	0.0722	0.0434	0.1156	0.0000	481.2247	481.2247	0.0495	0.0000	482.4626
Maximum	3.5020	4.4617	4.2837	0.0126	0.8421	0.1796	1.0217	0.3482	0.1670	0.5152	0.0000	1,140.3244	1,140.3244	0.1254	0.0000	1,143.1292

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2780	4.8672	3.7471	9.1400e-003	0.5397	0.1297	0.6694	0.2000	0.1295	0.3295	0.0000	827.3696	827.3696	0.1254	0.0000	830.5056
2022	0.4024	5.1308	4.5201	0.0126	0.6227	0.1475	0.7701	0.1677	0.1471	0.3147	0.0000	1,140.3240	1,140.3240	0.1122	0.0000	1,143.1287
2023	0.3788	4.8011	4.3600	0.0123	0.6207	0.1455	0.7662	0.1672	0.1451	0.3123	0.0000	1,110.6147	1,110.6147	0.1079	0.0000	1,113.3129
2024	3.4746	2.1738	1.9417	5.3200e-003	0.2682	0.0670	0.3352	0.0722	0.0669	0.1391	0.0000	481.2245	481.2245	0.0495	0.0000	482.4624
Maximum	3.4746	5.1308	4.5201	0.0126	0.6227	0.1475	0.7701	0.2000	0.1471	0.3295	0.0000	1,140.3240	1,140.3240	0.1254	0.0000	1,143.1287

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.94	-29.05	-6.80	0.00	12.85	-3.70	10.08	19.62	-10.51	8.49	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	5-3-2021	8-2-2021	2.0775	1.9479
2	8-3-2021	11-2-2021	2.0222	2.2340
3	11-3-2021	2-2-2022	1.1821	1.4196
4	2-3-2022	5-2-2022	1.0729	1.3519
5	5-3-2022	8-2-2022	1.1008	1.3891
6	8-3-2022	11-2-2022	1.1054	1.3938
7	11-3-2022	2-2-2023	1.0638	1.3715
8	2-3-2023	5-2-2023	0.9390	1.2700

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9	5-3-2023	8-2-2023	0.9637	1.3058
10	8-3-2023	11-2-2023	0.9676	1.3097
11	11-3-2023	2-2-2024	0.9566	1.3135
12	2-3-2024	5-2-2024	0.9007	1.2756
13	5-3-2024	8-2-2024	3.5350	3.7308
		Highest	3.5350	3.7308

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3114	0.0470	3.9344	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222
Energy	0.0260	0.2219	0.0946	1.4200e-003		0.0179	0.0179		0.0179	0.0179	0.0000	599.8986	599.8986	0.0352	0.0110	604.0468
Mobile	0.5932	2.6996	6.7049	0.0258	2.3839	0.0211	2.4049	0.6397	0.0196	0.6594	0.0000	2,375.4818	2,375.4818	0.0808	0.0000	2,377.5027
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	45.5877	0.0000	45.5877	2.6942	0.0000	112.9416
Water						0.0000	0.0000		0.0000	0.0000	10.0331	37.2955	47.3287	1.0338	0.0250	80.6272
Total	2.9525	3.0299	10.7900	0.0287	2.3839	0.1184	2.5023	0.6397	0.1170	0.7567	63.1541	3,028.7487	3,091.9028	3.8863	0.0360	3,199.7817

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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	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Energy	0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	568.3039	568.3039	0.0333	0.0104	572.2331
Mobile	0.5643	2.5258	6.0330	0.0226	2.0597	0.0186	2.0783	0.5527	0.0173	0.5701	0.0000	2,077.1324	2,077.1324	0.0729	0.0000	2,078.9538
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	11.3969	0.0000	11.3969	0.6735	0.0000	28.2354
Water						0.0000	0.0000		0.0000	0.0000	8.0265	32.1912	40.2178	0.8272	0.0201	66.8746
Total	2.8844	2.8390	9.7684	0.0242	2.0597	0.0587	2.1184	0.5527	0.0574	0.6102	19.4234	2,693.7003	2,713.1237	1.6140	0.0304	2,762.5466

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.31	6.30	9.47	15.52	13.60	50.42	15.34	13.60	50.88	19.36	69.24	11.06	12.25	58.47	15.40	13.66

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	7/2/2021	6	53	
2	Site Preparation	Site Preparation	7/5/2021	8/3/2021	6	26	
3	Rough Grading	Grading	7/5/2021	8/17/2021	6	38	
4	Fine Grading	Grading	8/2/2021	9/16/2021	6	40	
5	Building Construction	Building Construction	8/2/2021	5/31/2024	6	887	
6	Paving	Paving	6/3/2024	6/22/2024	6	18	
7	Architectural Coating	Architectural Coating	6/3/2024	6/22/2024	6	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.3

Residential Indoor: 942,757; Residential Outdoor: 314,252; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 6,369 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Rough Grading	Excavators	1	8.00	158	0.38
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Fine Grading	Excavators	1	8.00	158	0.38
Fine Grading	Graders	1	8.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	8.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	541.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	2,063.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	433.00	85.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	87.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 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					0.0585	0.0000	0.0585	8.8600e-003	0.0000	8.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0839	0.8332	0.5715	1.0300e-003		0.0411	0.0411		0.0382	0.0382	0.0000	90.1021	90.1021	0.0254	0.0000	90.7361
Total	0.0839	0.8332	0.5715	1.0300e-003	0.0585	0.0411	0.0997	8.8600e-003	0.0382	0.0471	0.0000	90.1021	90.1021	0.0254	0.0000	90.7361

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3.2 Demolition - 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	2.1300e-003	0.0730	0.0156	2.1000e-004	4.5700e-003	2.3000e-004	4.8000e-003	1.2600e-003	2.2000e-004	1.4700e-003	0.0000	20.4645	20.4645	1.0400e-003	0.0000	20.4906
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	1.2200e-003	8.4000e-004	8.9200e-003	3.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.6553	2.6553	6.0000e-005	0.0000	2.6568
Total	3.3500e-003	0.0738	0.0245	2.4000e-004	7.7100e-003	2.5000e-004	7.9600e-003	2.1000e-003	2.4000e-004	2.3200e-003	0.0000	23.1198	23.1198	1.1000e-003	0.0000	23.1474

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					0.0263	0.0000	0.0263	3.9900e-003	0.0000	3.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0334	0.8656	0.6539	1.0300e-003		0.0242	0.0242		0.0242	0.0242	0.0000	90.1020	90.1020	0.0254	0.0000	90.7360
Total	0.0334	0.8656	0.6539	1.0300e-003	0.0263	0.0242	0.0506	3.9900e-003	0.0242	0.0282	0.0000	90.1020	90.1020	0.0254	0.0000	90.7360

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3.2 Demolition - 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	2.1300e-003	0.0730	0.0156	2.1000e-004	4.5700e-003	2.3000e-004	4.8000e-003	1.2600e-003	2.2000e-004	1.4700e-003	0.0000	20.4645	20.4645	1.0400e-003	0.0000	20.4906
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	1.2200e-003	8.4000e-004	8.9200e-003	3.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.6553	2.6553	6.0000e-005	0.0000	2.6568
Total	3.3500e-003	0.0738	0.0245	2.4000e-004	7.7100e-003	2.5000e-004	7.9600e-003	2.1000e-003	2.4000e-004	2.3200e-003	0.0000	23.1198	23.1198	1.1000e-003	0.0000	23.1474

3.3 Site Preparation - 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					0.2349	0.0000	0.2349	0.1291	0.0000	0.1291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0506	0.5265	0.2750	4.9000e-004		0.0266	0.0266		0.0245	0.0245	0.0000	43.4664	43.4664	0.0141	0.0000	43.8179
Total	0.0506	0.5265	0.2750	4.9000e-004	0.2349	0.0266	0.2614	0.1291	0.0245	0.1536	0.0000	43.4664	43.4664	0.0141	0.0000	43.8179

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3.3 Site Preparation - 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	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640
Total	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640

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					0.1057	0.0000	0.1057	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0157	0.4384	0.2985	4.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	43.4664	43.4664	0.0141	0.0000	43.8178
Total	0.0157	0.4384	0.2985	4.9000e-004	0.1057	0.0123	0.1180	0.0581	0.0123	0.0704	0.0000	43.4664	43.4664	0.0141	0.0000	43.8178

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3.3 Site Preparation - 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	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640
Total	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640

3.4 Rough 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					0.1254	0.0000	0.1254	0.0641	0.0000	0.0641	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4700	0.3013	5.6000e-004		0.0220	0.0220		0.0203	0.0203	0.0000	49.5020	49.5020	0.0160	0.0000	49.9023
Total	0.0435	0.4700	0.3013	5.6000e-004	0.1254	0.0220	0.1475	0.0641	0.0203	0.0844	0.0000	49.5020	49.5020	0.0160	0.0000	49.9023

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3.4 Rough Grading - 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	8.1300e-003	0.2784	0.0593	8.0000e-004	0.0174	8.6000e-004	0.0183	4.7900e-003	8.2000e-004	5.6200e-003	0.0000	78.0374	78.0374	3.9800e-003	0.0000	78.1370
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.0000e-004	6.3900e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2700e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.9038	1.9038	4.0000e-005	0.0000	1.9048
Total	9.0000e-003	0.2790	0.0657	8.2000e-004	0.0197	8.7000e-004	0.0206	5.3900e-003	8.3000e-004	6.2300e-003	0.0000	79.9412	79.9412	4.0200e-003	0.0000	80.0418

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					0.0564	0.0000	0.0564	0.0289	0.0000	0.0289	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0192	0.4993	0.3608	5.6000e-004		0.0147	0.0147		0.0147	0.0147	0.0000	49.5020	49.5020	0.0160	0.0000	49.9022
Total	0.0192	0.4993	0.3608	5.6000e-004	0.0564	0.0147	0.0711	0.0289	0.0147	0.0435	0.0000	49.5020	49.5020	0.0160	0.0000	49.9022

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3.4 Rough Grading - 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	8.1300e-003	0.2784	0.0593	8.0000e-004	0.0174	8.6000e-004	0.0183	4.7900e-003	8.2000e-004	5.6200e-003	0.0000	78.0374	78.0374	3.9800e-003	0.0000	78.1370
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.0000e-004	6.3900e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2700e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.9038	1.9038	4.0000e-005	0.0000	1.9048
Total	9.0000e-003	0.2790	0.0657	8.2000e-004	0.0197	8.7000e-004	0.0206	5.3900e-003	8.3000e-004	6.2300e-003	0.0000	79.9412	79.9412	4.0200e-003	0.0000	80.0418

3.5 Fine 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					0.1311	0.0000	0.1311	0.0674	0.0000	0.0674	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0458	0.4947	0.3172	5.9000e-004		0.0232	0.0232		0.0213	0.0213	0.0000	52.1074	52.1074	0.0169	0.0000	52.5287
Total	0.0458	0.4947	0.3172	5.9000e-004	0.1311	0.0232	0.1543	0.0674	0.0213	0.0887	0.0000	52.1074	52.1074	0.0169	0.0000	52.5287

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3.5 Fine Grading - 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	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
Total	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051

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					0.0590	0.0000	0.0590	0.0303	0.0000	0.0303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0202	0.5256	0.3798	5.9000e-004		0.0155	0.0155		0.0155	0.0155	0.0000	52.1073	52.1073	0.0169	0.0000	52.5287
Total	0.0202	0.5256	0.3798	5.9000e-004	0.0590	0.0155	0.0744	0.0303	0.0155	0.0458	0.0000	52.1073	52.1073	0.0169	0.0000	52.5287

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3.5 Fine Grading - 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	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
Total	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051

3.6 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	0.1245	1.1418	1.0857	1.7600e-003		0.0628	0.0628		0.0590	0.0590	0.0000	151.7224	151.7224	0.0366	0.0000	152.6375
Total	0.1245	1.1418	1.0857	1.7600e-003		0.0628	0.0628		0.0590	0.0590	0.0000	151.7224	151.7224	0.0366	0.0000	152.6375

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3.6 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	0.0177	0.5815	0.1452	1.5000e-003	0.0365	1.2600e-003	0.0378	0.0106	1.2100e-003	0.0118	0.0000	144.3897	144.3897	7.1000e-003	0.0000	144.5672
Worker	0.0870	0.0601	0.6361	2.0900e-003	0.2241	1.4700e-003	0.2256	0.0596	1.3500e-003	0.0610	0.0000	189.4520	189.4520	4.2500e-003	0.0000	189.5582
Total	0.1047	0.6416	0.7813	3.5900e-003	0.2606	2.7300e-003	0.2633	0.0702	2.5600e-003	0.0727	0.0000	333.8417	333.8417	0.0114	0.0000	334.1254

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	0.0708	1.5428	1.1707	1.7600e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.7222	151.7222	0.0366	0.0000	152.6373
Total	0.0708	1.5428	1.1707	1.7600e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.7222	151.7222	0.0366	0.0000	152.6373

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3.6 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	0.0177	0.5815	0.1452	1.5000e-003	0.0365	1.2600e-003	0.0378	0.0106	1.2100e-003	0.0118	0.0000	144.3897	144.3897	7.1000e-003	0.0000	144.5672
Worker	0.0870	0.0601	0.6361	2.0900e-003	0.2241	1.4700e-003	0.2256	0.0596	1.3500e-003	0.0610	0.0000	189.4520	189.4520	4.2500e-003	0.0000	189.5582
Total	0.1047	0.6416	0.7813	3.5900e-003	0.2606	2.7300e-003	0.2633	0.0702	2.5600e-003	0.0727	0.0000	333.8417	333.8417	0.0114	0.0000	334.1254

3.6 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	0.2670	2.4439	2.5609	4.2200e-003		0.1266	0.1266		0.1191	0.1191	0.0000	362.6500	362.6500	0.0869	0.0000	364.8220
Total	0.2670	2.4439	2.5609	4.2200e-003		0.1266	0.1266		0.1191	0.1191	0.0000	362.6500	362.6500	0.0869	0.0000	364.8220

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3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.3159	0.3261	3.5500e-003	0.0872	2.6200e-003	0.0899	0.0252	2.5100e-003	0.0277	0.0000	341.6095	341.6095	0.0162	0.0000	342.0147
Worker	0.1939	0.1287	1.3968	4.8200e-003	0.5355	3.4200e-003	0.5389	0.1425	3.1500e-003	0.1456	0.0000	436.0649	436.0649	9.1000e-003	0.0000	436.2925
Total	0.2332	1.4445	1.7228	8.3700e-003	0.6227	6.0400e-003	0.6287	0.1677	5.6600e-003	0.1733	0.0000	777.6744	777.6744	0.0253	0.0000	778.3071

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	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.6496	362.6496	0.0869	0.0000	364.8216
Total	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.6496	362.6496	0.0869	0.0000	364.8216

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3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.3159	0.3261	3.5500e-003	0.0872	2.6200e-003	0.0899	0.0252	2.5100e-003	0.0277	0.0000	341.6095	341.6095	0.0162	0.0000	342.0147
Worker	0.1939	0.1287	1.3968	4.8200e-003	0.5355	3.4200e-003	0.5389	0.1425	3.1500e-003	0.1456	0.0000	436.0649	436.0649	9.1000e-003	0.0000	436.2925
Total	0.2332	1.4445	1.7228	8.3700e-003	0.6227	6.0400e-003	0.6287	0.1677	5.6600e-003	0.1733	0.0000	777.6744	777.6744	0.0253	0.0000	778.3071

3.6 Building Construction - 2023

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	0.2454	2.2440	2.5341	4.2000e-003		0.1092	0.1092		0.1027	0.1027	0.0000	361.6154	361.6154	0.0860	0.0000	363.7660
Total	0.2454	2.2440	2.5341	4.2000e-003		0.1092	0.1092		0.1027	0.1027	0.0000	361.6154	361.6154	0.0860	0.0000	363.7660

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3.6 Building Construction - 2023

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	0.0295	1.0113	0.2910	3.4400e-003	0.0870	1.1600e-003	0.0881	0.0252	1.1100e-003	0.0263	0.0000	330.9748	330.9748	0.0138	0.0000	331.3191
Worker	0.1807	0.1153	1.2807	4.6200e-003	0.5338	3.3400e-003	0.5371	0.1420	3.0800e-003	0.1451	0.0000	418.0249	418.0249	8.1300e-003	0.0000	418.2282
Total	0.2102	1.1266	1.5717	8.0600e-003	0.6207	4.5000e-003	0.6252	0.1671	4.1900e-003	0.1713	0.0000	748.9998	748.9998	0.0219	0.0000	749.5473

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	0.1686	3.6745	2.7883	4.2000e-003		0.1410	0.1410		0.1410	0.1410	0.0000	361.6150	361.6150	0.0860	0.0000	363.7655
Total	0.1686	3.6745	2.7883	4.2000e-003		0.1410	0.1410		0.1410	0.1410	0.0000	361.6150	361.6150	0.0860	0.0000	363.7655

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3.6 Building Construction - 2023

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	0.0295	1.0113	0.2910	3.4400e-003	0.0870	1.1600e-003	0.0881	0.0252	1.1100e-003	0.0263	0.0000	330.9748	330.9748	0.0138	0.0000	331.3191
Worker	0.1807	0.1153	1.2807	4.6200e-003	0.5338	3.3400e-003	0.5371	0.1420	3.0800e-003	0.1451	0.0000	418.0249	418.0249	8.1300e-003	0.0000	418.2282
Total	0.2102	1.1266	1.5717	8.0600e-003	0.6207	4.5000e-003	0.6252	0.1671	4.1900e-003	0.1713	0.0000	748.9998	748.9998	0.0219	0.0000	749.5473

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0964	0.8806	1.0589	1.7700e-003		0.0402	0.0402		0.0378	0.0378	0.0000	151.8612	151.8612	0.0359	0.0000	152.7589
Total	0.0964	0.8806	1.0589	1.7700e-003		0.0402	0.0402		0.0378	0.0378	0.0000	151.8612	151.8612	0.0359	0.0000	152.7589

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3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.4199	0.1176	1.4300e-003	0.0365	4.8000e-004	0.0370	0.0106	4.6000e-004	0.0110	0.0000	138.0291	138.0291	5.6700e-003	0.0000	138.1707
Worker	0.0713	0.0437	0.4981	1.8600e-003	0.2241	1.3800e-003	0.2255	0.0596	1.2700e-003	0.0609	0.0000	168.5705	168.5705	3.0800e-003	0.0000	168.6473
Total	0.0833	0.4636	0.6157	3.2900e-003	0.2606	1.8600e-003	0.2625	0.0702	1.7300e-003	0.0719	0.0000	306.5996	306.5996	8.7500e-003	0.0000	306.8181

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	0.0708	1.5428	1.1707	1.7700e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.8610	151.8610	0.0359	0.0000	152.7588
Total	0.0708	1.5428	1.1707	1.7700e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.8610	151.8610	0.0359	0.0000	152.7588

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3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.4199	0.1176	1.4300e-003	0.0365	4.8000e-004	0.0370	0.0106	4.6000e-004	0.0110	0.0000	138.0291	138.0291	5.6700e-003	0.0000	138.1707
Worker	0.0713	0.0437	0.4981	1.8600e-003	0.2241	1.3800e-003	0.2255	0.0596	1.2700e-003	0.0609	0.0000	168.5705	168.5705	3.0800e-003	0.0000	168.6473
Total	0.0833	0.4636	0.6157	3.2900e-003	0.2606	1.8600e-003	0.2625	0.0702	1.7300e-003	0.0719	0.0000	306.5996	306.5996	8.7500e-003	0.0000	306.8181

3.7 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9300e-003	0.0745	0.1100	1.7000e-004		3.5900e-003	3.5900e-003		3.3200e-003	3.3200e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.9300e-003	0.0745	0.1100	1.7000e-004		3.5900e-003	3.5900e-003		3.3200e-003	3.3200e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581

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3.7 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703
Total	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703

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	6.7700e-003	0.1448	0.1218	1.7000e-004		5.0400e-003	5.0400e-003		5.0400e-003	5.0400e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7700e-003	0.1448	0.1218	1.7000e-004		5.0400e-003	5.0400e-003		5.0400e-003	5.0400e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581

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3.7 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703
Total	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703

3.8 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	3.3120	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012

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3.8 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560
Total	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0300e-003	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	3.3114	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012

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3.8 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560
Total	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

Unbundle Parking Cost

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5643	2.5258	6.0330	0.0226	2.0597	0.0186	2.0783	0.5527	0.0173	0.5701	0.0000	2,077.1324	2,077.1324	0.0729	0.0000	2,078.9538
Unmitigated	0.5932	2.6996	6.7049	0.0258	2.3839	0.0211	2.4049	0.6397	0.0196	0.6594	0.0000	2,375.4818	2,375.4818	0.0808	0.0000	2,377.5027

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346
City Park	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Unenclosed Parking with Elevator	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	0.0000	324.6702	324.6702	0.0286	5.9200e-003	327.1516
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	0.0000	343.0060	343.0060	0.0303	6.2600e-003	345.6276
NaturalGas Mitigated	0.0246	0.2104	0.0897	1.3400e-003			0.0170	0.0170		0.0170	0.0170	0.0000	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815
NaturalGas Unmitigated	0.0260	0.2219	0.0946	1.4200e-003			0.0179	0.0179		0.0179	0.0179	0.0000	256.8926	256.8926	4.9200e-003	4.7100e-003	258.4192

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.85012e+006	0.0208	0.1774	0.0755	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	205.4571	205.4571	3.9400e-003	3.7700e-003	206.6780
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	954206	5.1500e-003	0.0440	0.0187	2.8000e-004		3.5500e-003	3.5500e-003		3.5500e-003	3.5500e-003	0.0000	50.9201	50.9201	9.8000e-004	9.3000e-004	51.2227
Strip Mall	9660	5.0000e-005	4.7000e-004	4.0000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5155	0.5155	1.0000e-005	1.0000e-005	0.5186
Unenclosed 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
Total		0.0260	0.2219	0.0946	1.4100e-003		0.0179	0.0179		0.0179	0.0179	0.0000	256.8926	256.8926	4.9300e-003	4.7100e-003	258.4192

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.66134e+006	0.0197	0.1687	0.0718	1.0800e-003		0.0136	0.0136		0.0136	0.0136	0.0000	195.3829	195.3829	3.7400e-003	3.5800e-003	196.5439
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	895100	4.8300e-003	0.0412	0.0176	2.6000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	47.7660	47.7660	9.2000e-004	8.8000e-004	48.0498
Strip Mall	9086.7	5.0000e-005	4.5000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4849	0.4849	1.0000e-005	1.0000e-005	0.4878
Unenclosed 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
Total		0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.8619e+006	277.6856	0.0245	5.0700e-003	279.8079
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	210026	31.3236	2.7600e-003	5.7000e-004	31.5630
Strip Mall	22008	3.2823	2.9000e-004	6.0000e-005	3.3074
Unenclosed Parking with Elevator	205943	30.7145	2.7100e-003	5.6000e-004	30.9493
Total		343.0060	0.0303	6.2600e-003	345.6276

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.76922e+006	263.8635	0.0233	4.8200e-003	265.8802
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	199693	29.7824	2.6300e-003	5.4000e-004	30.0100
Strip Mall	20653.9	3.0804	2.7000e-004	6.0000e-005	3.1039
Unenclosed Parking with Elevator	187365	27.9439	2.4600e-003	5.1000e-004	28.1575
Total		324.6702	0.0286	5.9300e-003	327.1516

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Unmitigated	2.3114	0.0470	3.9344	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222

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	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0380	5.6300e-003	0.3449	1.1300e-003		0.0563	0.0563		0.0563	0.0563	7.5332	0.0000	7.5332	0.0352	0.0000	8.4136
Landscaping	0.1082	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Total	2.3114	0.0470	3.9344	1.3200e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1082	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Total	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086

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

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	40.2178	0.8272	0.0201	66.8746
Unmitigated	47.3287	1.0338	0.0250	80.6272

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	28.7329 / 18.1142	41.7587	0.9391	0.0227	72.0027
City Park	0 / 2.62126	1.3683	1.2000e-004	2.0000e-005	1.3787
Condo/Townhouse	2.73647 / 1.72517	3.9770	0.0894	2.1600e-003	6.8574
Strip Mall	0.155552 / 0.0953385	0.2247	5.0800e-003	1.2000e-004	0.3884
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		47.3287	1.0338	0.0250	80.6272

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	22.9863 / 18.1142	35.2981	0.7515	0.0182	59.5077
City Park	0 / 2.62126	1.3683	1.2000e-004	2.0000e-005	1.3787
Condo/Townhouse	2.18918 / 1.72517	3.3617	0.0716	1.7300e-003	5.6674
Strip Mall	0.124442 / 0.0953385	0.1897	4.0700e-003	1.0000e-004	0.3207
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		40.2177	0.8272	0.0201	66.8746

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3969	0.6735	0.0000	28.2354
Unmitigated	45.5877	2.6942	0.0000	112.9416

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	202.86	41.1788	2.4336	0.0000	102.0186
City Park	0.19	0.0386	2.2800e-003	0.0000	0.0956
Condo/Townhouse	19.32	3.9218	0.2318	0.0000	9.7161
Strip Mall	2.21	0.4486	0.0265	0.0000	1.1114
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		45.5877	2.6942	0.0000	112.9416

Menlo Uptown Project - Bay Area AQMD Air District, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.715	10.2947	0.6084	0.0000	25.5047
City Park	0.0475	9.6400e-003	5.7000e-004	0.0000	0.0239
Condo/Townhouse	4.83	0.9805	0.0579	0.0000	2.4290
Strip Mall	0.5525	0.1122	6.6300e-003	0.0000	0.2779
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		11.3969	0.6735	0.0000	28.2354

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
Emergency Generator	2	0.14	50	268	0.73	Diesel

Boilers

Menlo Uptown Project - Bay Area AQMD Air District, Annual

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

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (175 - 300 HP)	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Total	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411

11.0 Vegetation

Menlo Uptown Project - Bay Area AQMD Air District, Summer

Menlo Uptown Project
Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	512.00	Space	0.30	106,156.00	0
City Park	2.20	Acre	2.20	95,832.00	0
Apartments Mid Rise	441.00	Dwelling Unit	2.00	383,433.00	1261
Condo/Townhouse	42.00	Dwelling Unit	0.33	82,126.00	120
Strip Mall	2.10	1000sqft	0.00	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Menlo Uptown Project - Bay Area AQMD Air District, Summer

Project Characteristics - CO2 intensity based on 5-year average (PG&E, 2015)

Land Use - The proposed project would develop three residential buildings totaling approximately 466,000 square feet of gross floor area with a total of 483 residential units, 2,100 square feet of commercial space, associated open space, circulation and parking, and infrastructure improvements.

Construction Phase - Construction is expected to begin May 2021 and end summer 2024. Phasing based on assumptions provided by Project Applicant. Architectural Coating and Paving phases are default duration.

Grading - Approximately 16,500 cubic yards of soil import.

Demolition - Approximately 118,944 building square footage to be demolished.

Vehicle Trips - Based on trip generation prepared for the project.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generators would run 50 hours per year for testing and emergency use.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 2 construction equipment

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

Menlo Uptown Project - Bay Area AQMD Air District, Summer

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	230.00	887.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	8.00	38.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Menlo Uptown Project - Bay Area AQMD Air District, Summer

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	NumberGas	66.15	0.00
tblFireplaces	NumberGas	6.30	0.00
tblFireplaces	NumberNoFireplace	17.64	441.00
tblFireplaces	NumberNoFireplace	1.68	42.00
tblFireplaces	NumberWood	74.97	0.00
tblFireplaces	NumberWood	7.14	0.00
tblGrading	MaterialImported	0.00	16,500.00
tblLandUse	LandUseSquareFeet	204,800.00	106,156.00
tblLandUse	LandUseSquareFeet	441,000.00	383,433.00
tblLandUse	LandUseSquareFeet	42,000.00	82,126.00
tblLandUse	LotAcreage	4.61	0.30
tblLandUse	LotAcreage	11.61	2.00
tblLandUse	LotAcreage	2.63	0.33
tblLandUse	LotAcreage	0.05	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.14
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleTrips	ST_TR	6.39	6.29
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	0.00
tblVehicleTrips	ST_TR	42.04	0.00

Menlo Uptown Project - Bay Area AQMD Air District, Summer

tblVehicleTrips	SU_TR	5.86	6.29
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.65	6.29
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	0.00
tblVehicleTrips	WD_TR	44.32	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	12.6029	131.4554	86.3588	0.2282	36.6952	5.4118	42.1070	18.1467	5.0006	23.1473	0.0000	22,808.1763	22,808.1763	4.0924	0.0000	22,910.4866
2022	3.2480	24.6704	28.1118	0.0830	4.1324	0.8474	4.9798	1.1091	0.7971	1.9062	0.0000	8,289.8988	8,289.8988	0.7910	0.0000	8,309.6739
2023	2.9668	21.4747	27.0364	0.0811	4.1324	0.7285	4.8609	1.1091	0.6851	1.7943	0.0000	8,095.7159	8,095.7159	0.7639	0.0000	8,114.8123
2024	369.1591	20.3989	26.2461	0.0796	4.1324	0.6415	4.7739	1.1091	0.6031	1.7123	0.0000	7,954.2073	7,954.2073	0.7525	0.0000	7,973.0185
Maximum	369.1591	131.4554	86.3588	0.2282	36.6952	5.4118	42.1070	18.1467	5.0006	23.1473	0.0000	22,808.1763	22,808.1763	4.0924	0.0000	22,910.4866

Menlo Uptown Project - Bay Area AQMD Air District, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515
Energy	0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681
Mobile	3.7529	14.4065	38.4059	0.1501	13.6083	0.1156	13.7239	3.6403	0.1078	3.7481		15,209.7799	15,209.7799	0.4922		15,222.0836
Stationary	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	22.4641	17.2226	127.9711	0.3200	13.6083	8.4217	22.0301	3.6403	8.4140	12.0542	1,176.1972	16,896.2882	18,072.4854	6.0983	0.0285	18,233.4212

Menlo Uptown Project - Bay Area AQMD Air District, Summer

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	lb/day										lb/day					
Area	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922
Energy	0.1349	1.1529	0.4916	7.3600e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074
Mobile	3.5911	13.5110	34.2438	0.1312	11.7577	0.1019	11.8596	3.1452	0.0950	3.2402		13,296.9883	13,296.9883	0.4418		13,308.0334
Stationary	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	16.9160	15.4674	74.9334	0.1413	11.7577	0.4341	12.1918	3.1452	0.4273	3.5725	0.0000	14,903.4118	14,903.4118	0.5480	0.0270	14,925.1510

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	24.70	10.19	41.45	55.84	13.60	94.85	44.66	13.60	94.92	70.36	100.00	11.79	17.54	91.01	5.17	18.14

3.0 Construction Detail

Construction Phase

Menlo Uptown Project - Bay Area AQMD Air District, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	7/2/2021	6	53	
2	Site Preparation	Site Preparation	7/5/2021	8/3/2021	6	26	
3	Rough Grading	Grading	7/5/2021	8/17/2021	6	38	
4	Fine Grading	Grading	8/2/2021	9/16/2021	6	40	
5	Building Construction	Building Construction	8/2/2021	5/31/2024	6	887	
6	Paving	Paving	6/3/2024	6/22/2024	6	18	
7	Architectural Coating	Architectural Coating	6/3/2024	6/22/2024	6	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.3

Residential Indoor: 942,757; Residential Outdoor: 314,252; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 6,369 (Architectural Coating – sqft)

OffRoad Equipment

Menlo Uptown Project - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Rough Grading	Excavators	1	8.00	158	0.38
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Fine Grading	Excavators	1	8.00	158	0.38
Fine Grading	Graders	1	8.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	8.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Menlo Uptown Project - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	541.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	2,063.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	433.00	85.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	87.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 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	lb/day										lb/day					
Fugitive Dust					2.2091	0.0000	2.2091	0.3345	0.0000	0.3345			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	2.2091	1.5513	3.7605	0.3345	1.4411	1.7756		3,747.9449	3,747.9449	1.0549		3,774.3174

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.2 Demolition - 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	lb/day										lb/day					
Hauling	0.0795	2.7009	0.5694	8.0100e-003	0.1783	8.4700e-003	0.1868	0.0489	8.1000e-003	0.0570		857.3418	857.3418	0.0425		858.4054
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.1277	2.7291	0.9378	9.2000e-003	0.3016	9.2500e-003	0.3108	0.0816	8.8100e-003	0.0904		976.1357	976.1357	0.0452		977.2657

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9941	0.0000	0.9941	0.1505	0.0000	0.1505			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	1.2617	32.6638	24.6739	0.0388	0.9941	0.9135	1.9076	0.1505	0.9135	1.0641	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.2 Demolition - 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	lb/day										lb/day					
Hauling	0.0795	2.7009	0.5694	8.0100e-003	0.1783	8.4700e-003	0.1868	0.0489	8.1000e-003	0.0570		857.3418	857.3418	0.0425		858.4054
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.1277	2.7291	0.9378	9.2000e-003	0.3016	9.2500e-003	0.3108	0.0816	8.8100e-003	0.0904		976.1357	976.1357	0.0452		977.2657

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324
Total	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	8.1298	0.9462	9.0760	4.4688	0.9462	5.4150	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324
Total	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324

3.4 Rough 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	lb/day										lb/day					
Fugitive Dust					6.6014	0.0000	6.6014	3.3749	0.0000	3.3749			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	2.2903	24.7367	15.8575	0.0296	6.6014	1.1599	7.7614	3.3749	1.0671	4.4420		2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.4 Rough Grading - 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	lb/day										lb/day					
Hauling	0.4229	14.3650	3.0281	0.0426	0.9485	0.0450	0.9935	0.2599	0.0431	0.3030		4,559.8256	4,559.8256	0.2263		4,565.4823
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.4711	14.3932	3.3966	0.0438	1.0717	0.0458	1.1175	0.2926	0.0438	0.3364		4,678.6196	4,678.6196	0.2289		4,684.3426

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9707	0.0000	2.9707	1.5187	0.0000	1.5187			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	1.0093	26.2791	18.9906	0.0296	2.9707	0.7725	3.7431	1.5187	0.7725	2.2912	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.4 Rough Grading - 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	lb/day										lb/day					
Hauling	0.4229	14.3650	3.0281	0.0426	0.9485	0.0450	0.9935	0.2599	0.0431	0.3030		4,559.8256	4,559.8256	0.2263		4,565.4823
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.4711	14.3932	3.3966	0.0438	1.0717	0.0458	1.1175	0.2926	0.0438	0.3364		4,678.6196	4,678.6196	0.2289		4,684.3426

3.5 Fine 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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	2.2903	24.7367	15.8575	0.0296	6.5523	1.1599	7.7123	3.3675	1.0671	4.4346		2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.5 Fine Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	1.0093	26.2791	18.9906	0.0296	2.9486	0.7725	3.7210	1.5154	0.7725	2.2879	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.5 Fine Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603

3.6 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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2636	8.7840	2.0713	0.0232	0.5754	0.0190	0.5944	0.1656	0.0182	0.1838		2,456.1476	2,456.1476	0.1153		2,459.0295
Worker	1.3923	0.8137	10.6359	0.0344	3.5570	0.0224	3.5794	0.9435	0.0206	0.9641		3,429.1847	3,429.1847	0.0767		3,431.1011
Total	1.6559	9.5977	12.7072	0.0576	4.1324	0.0414	4.1738	1.1091	0.0388	1.1479		5,885.3323	5,885.3323	0.1919		5,890.1307

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2636	8.7840	2.0713	0.0232	0.5754	0.0190	0.5944	0.1656	0.0182	0.1838		2,456.1476	2,456.1476	0.1153		2,459.0295
Worker	1.3923	0.8137	10.6359	0.0344	3.5570	0.0224	3.5794	0.9435	0.0206	0.9641		3,429.1847	3,429.1847	0.0767		3,431.1011
Total	1.6559	9.5977	12.7072	0.0576	4.1324	0.0414	4.1738	1.1091	0.0388	1.1479		5,885.3323	5,885.3323	0.1919		5,890.1307

3.6 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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2459	8.3249	1.9480	0.0229	0.5754	0.0165	0.5919	0.1656	0.0158	0.1814		2,432.2283	2,432.2283	0.1102		2,434.9838
Worker	1.2959	0.7298	9.8003	0.0331	3.5570	0.0219	3.5789	0.9435	0.0201	0.9636		3,303.3370	3,303.3370	0.0688		3,305.0579
Total	1.5417	9.0547	11.7484	0.0561	4.1324	0.0384	4.1707	1.1091	0.0359	1.1450		5,735.5652	5,735.5652	0.1791		5,740.0417

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2459	8.3249	1.9480	0.0229	0.5754	0.0165	0.5919	0.1656	0.0158	0.1814		2,432.2283	2,432.2283	0.1102		2,434.9838
Worker	1.2959	0.7298	9.8003	0.0331	3.5570	0.0219	3.5789	0.9435	0.0201	0.9636		3,303.3370	3,303.3370	0.0688		3,305.0579
Total	1.5417	9.0547	11.7484	0.0561	4.1324	0.0384	4.1707	1.1091	0.0359	1.1450		5,735.5652	5,735.5652	0.1791		5,740.0417

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1843	6.4334	1.7537	0.0223	0.5754	7.3200e-003	0.5827	0.1656	7.0000e-003	0.1726		2,363.8068	2,363.8068	0.0942		2,366.1619
Worker	1.2097	0.6564	9.0387	0.0319	3.5570	0.0214	3.5784	0.9435	0.0197	0.9632		3,176.6992	3,176.6992	0.0618		3,178.2444
Total	1.3940	7.0898	10.7924	0.0541	4.1324	0.0287	4.1611	1.1091	0.0267	1.1358		5,540.5059	5,540.5059	0.1560		5,544.4063

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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3.6 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1843	6.4334	1.7537	0.0223	0.5754	7.3200e-003	0.5827	0.1656	7.0000e-003	0.1726		2,363.8068	2,363.8068	0.0942		2,366.1619
Worker	1.2097	0.6564	9.0387	0.0319	3.5570	0.0214	3.5784	0.9435	0.0197	0.9632		3,176.6992	3,176.6992	0.0618		3,178.2444
Total	1.3940	7.0898	10.7924	0.0541	4.1324	0.0287	4.1611	1.1091	0.0267	1.1358		5,540.5059	5,540.5059	0.1560		5,544.4063

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1783	6.3622	1.6896	0.0221	0.5754	7.2000e-003	0.5826	0.1657	6.8800e-003	0.1725		2,347.6598	2,347.6598	0.0924		2,349.9689
Worker	1.1349	0.5930	8.3897	0.0306	3.5570	0.0210	3.5780	0.9435	0.0193	0.9628		3,050.8485	3,050.8485	0.0557		3,052.2420
Total	1.3132	6.9551	10.0793	0.0527	4.1324	0.0282	4.1606	1.1091	0.0262	1.1354		5,398.5084	5,398.5084	0.1481		5,402.2108

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

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3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1783	6.3622	1.6896	0.0221	0.5754	7.2000e-003	0.5826	0.1657	6.8800e-003	0.1725		2,347.6598	2,347.6598	0.0924		2,349.9689
Worker	1.1349	0.5930	8.3897	0.0306	3.5570	0.0210	3.5780	0.9435	0.0193	0.9628		3,050.8485	3,050.8485	0.0557		3,052.2420
Total	1.3132	6.9551	10.0793	0.0527	4.1324	0.0282	4.1606	1.1091	0.0262	1.1354		5,398.5084	5,398.5084	0.1481		5,402.2108

3.7 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.7 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0524	0.0274	0.3875	1.4100e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		140.9168	140.9168	2.5700e-003		140.9812
Total	0.0524	0.0274	0.3875	1.4100e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		140.9168	140.9168	2.5700e-003		140.9812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.7 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0524	0.0274	0.3875	1.4100e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		140.9168	140.9168	2.5700e-003		140.9812
Total	0.0524	0.0274	0.3875	1.4100e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		140.9168	140.9168	2.5700e-003		140.9812

3.8 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	367.8165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	367.9972	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.8 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2280	0.1191	1.6857	6.1500e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		612.9880	612.9880	0.0112		613.2680
Total	0.2280	0.1191	1.6857	6.1500e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		612.9880	612.9880	0.0112		613.2680

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	367.8165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	367.9304	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443

Menlo Uptown Project - Bay Area AQMD Air District, Summer

3.8 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2280	0.1191	1.6857	6.1500e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		612.9880	612.9880	0.0112		613.2680
Total	0.2280	0.1191	1.6857	6.1500e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		612.9880	612.9880	0.0112		613.2680

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Improve Pedestrian Network
- Unbundle Parking Cost

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5911	13.5110	34.2438	0.1312	11.7577	0.1019	11.8596	3.1452	0.0950	3.2402		13,296.98 83	13,296.98 83	0.4418		13,308.03 34
Unmitigated	3.7529	14.4065	38.4059	0.1501	13.6083	0.1156	13.7239	3.6403	0.1078	3.7481		15,209.77 99	15,209.77 99	0.4922		15,222.08 36

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346
City Park	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Unenclosed Parking with Elevator	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1349	1.1529	0.4916	7.3600e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074
NaturalGas Unmitigated	0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	10548.3	0.1138	0.9721	0.4137	6.2000e-003		0.0786	0.0786		0.0786	0.0786		1,240.9733	1,240.9733	0.0238	0.0228	1,248.3478
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
Condo/Townhouse	2614.26	0.0282	0.2409	0.1025	1.5400e-003		0.0195	0.0195		0.0195	0.0195		307.5605	307.5605	5.8900e-003	5.6400e-003	309.3882
Strip Mall	26.4658	2.9000e-004	2.5900e-003	2.1800e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1136	3.1136	6.0000e-005	6.0000e-005	3.1321
Unenclosed 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
Total		0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681

Menlo Uptown Project - Bay Area AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	10.0311	0.1082	0.9244	0.3934	5.9000e-003		0.0747	0.0747		0.0747	0.0747		1,180.1245	1,180.1245	0.0226	0.0216	1,187.1374
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
Condo/Townhouse	2.45233	0.0265	0.2260	0.0962	1.4400e-003		0.0183	0.0183		0.0183	0.0183		288.5093	288.5093	5.5300e-003	5.2900e-003	290.2238
Strip Mall	0.0248951	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9288	2.9288	6.0000e-005	5.0000e-005	2.9462
Unenclosed 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
Total		0.1349	1.1529	0.4916	7.3500e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Menlo Uptown Project - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922
Unmitigated	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5.3790	0.7969	48.8488	0.1594		7.9688	7.9688		7.9688	7.9688	1,176.1972	0.0000	1,176.1972	5.4985	0.0000	1,313.6593
Landscaping	1.2025	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210		71.8638	71.8638	0.0691		73.5922
Total	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515

Menlo Uptown Project - Bay Area AQMD Air District, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2025	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210		71.8638	71.8638	0.0691		73.5922
Total	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

Menlo Uptown Project - Bay Area AQMD Air District, Summer

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.14	50	268	0.73	Diesel

Boilers

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

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

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (175 - 300 HP)	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180

Menlo Uptown Project - Bay Area AQMD Air District, Summer

11.0 Vegetation

Menlo Uptown Project - Bay Area AQMD Air District, Winter

Menlo Uptown Project
Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	512.00	Space	0.30	106,156.00	0
City Park	2.20	Acre	2.20	95,832.00	0
Apartments Mid Rise	441.00	Dwelling Unit	2.00	383,433.00	1261
Condo/Townhouse	42.00	Dwelling Unit	0.33	82,126.00	120
Strip Mall	2.10	1000sqft	0.00	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Menlo Uptown Project - Bay Area AQMD Air District, Winter

Project Characteristics - CO2 intensity based on 5-year average (PG&E, 2015)

Land Use - The proposed project would develop three residential buildings totaling approximately 466,000 square feet of gross floor area with a total of 483 residential units, 2,100 square feet of commercial space, associated open space, circulation and parking, and infrastructure improvements.

Construction Phase - Construction is expected to begin May 2021 and end summer 2024. Phasing based on assumptions provided by Project Applicant. Architectural Coating and Paving phases are default duration.

Grading - Approximately 16,500 cubic yards of soil import.

Demolition - Approximately 118,944 building square footage to be demolished.

Vehicle Trips - Based on trip generation prepared for the project.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generators would run 50 hours per year for testing and emergency use.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 2 construction equipment

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

Menlo Uptown Project - Bay Area AQMD Air District, Winter

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	230.00	887.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	8.00	38.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Menlo Uptown Project - Bay Area AQMD Air District, Winter

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	NumberGas	66.15	0.00
tblFireplaces	NumberGas	6.30	0.00
tblFireplaces	NumberNoFireplace	17.64	441.00
tblFireplaces	NumberNoFireplace	1.68	42.00
tblFireplaces	NumberWood	74.97	0.00
tblFireplaces	NumberWood	7.14	0.00
tblGrading	MaterialImported	0.00	16,500.00
tblLandUse	LandUseSquareFeet	204,800.00	106,156.00
tblLandUse	LandUseSquareFeet	441,000.00	383,433.00
tblLandUse	LandUseSquareFeet	42,000.00	82,126.00
tblLandUse	LotAcreage	4.61	0.30
tblLandUse	LotAcreage	11.61	2.00
tblLandUse	LotAcreage	2.63	0.33
tblLandUse	LotAcreage	0.05	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.14
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleTrips	ST_TR	6.39	6.29
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	0.00
tblVehicleTrips	ST_TR	42.04	0.00

Menlo Uptown Project - Bay Area AQMD Air District, Winter

tblVehicleTrips	SU_TR	5.86	6.29
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.65	6.29
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	0.00
tblVehicleTrips	WD_TR	44.32	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	12.7217	132.0794	86.1300	0.2239	36.6952	5.4133	42.1085	18.1467	5.0020	23.1487	0.0000	22,368.5191	22,368.5191	4.1071	0.0000	22,471.1962
2022	3.3432	24.9045	27.7329	0.0798	4.1324	0.8480	4.9804	1.1091	0.7976	1.9068	0.0000	7,967.5537	7,967.5537	0.7951	0.0000	7,987.4307
2023	3.0580	21.6598	26.6179	0.0780	4.1324	0.7288	4.8612	1.1091	0.6855	1.7946	0.0000	7,785.8236	7,785.8236	0.7663	0.0000	7,804.9800
2024	369.1788	20.5680	25.8389	0.0767	4.1324	0.6418	4.7742	1.1091	0.6034	1.7125	0.0000	7,655.2098	7,655.2098	0.7549	0.0000	7,674.0817
Maximum	369.1788	132.0794	86.1300	0.2239	36.6952	5.4133	42.1085	18.1467	5.0020	23.1487	0.0000	22,368.5191	22,368.5191	4.1071	0.0000	22,471.1962

Menlo Uptown Project - Bay Area AQMD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515
Energy	0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681
Mobile	3.2235	15.0981	38.5102	0.1406	13.6083	0.1161	13.7244	3.6403	0.1083	3.7486		14,251.3067	14,251.3067	0.5017		14,263.8495
Stationary	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	21.9346	17.9142	128.0754	0.3105	13.6083	8.4223	22.0306	3.6403	8.4145	12.0547	1,176.1972	15,937.8150	17,114.0122	6.1079	0.0285	17,275.1870

Menlo Uptown Project - Bay Area AQMD Air District, Winter

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	lb/day										lb/day					
Area	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922
Energy	0.1349	1.1529	0.4916	7.3600e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074
Mobile	3.0636	14.1022	34.8043	0.1229	11.7577	0.1024	11.8601	3.1452	0.0955	3.2407		12,454.9195	12,454.9195	0.4534		12,466.2542
Stationary	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	16.3885	16.0586	75.4939	0.1329	11.7577	0.4346	12.1923	3.1452	0.4278	3.5730	0.0000	14,061.3430	14,061.3430	0.5596	0.0270	14,083.3718

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	25.28	10.36	41.06	57.18	13.60	94.84	44.66	13.60	94.92	70.36	100.00	11.77	17.84	90.84	5.17	18.48

3.0 Construction Detail

Construction Phase

Menlo Uptown Project - Bay Area AQMD Air District, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	7/2/2021	6	53	
2	Site Preparation	Site Preparation	7/5/2021	8/3/2021	6	26	
3	Rough Grading	Grading	7/5/2021	8/17/2021	6	38	
4	Fine Grading	Grading	8/2/2021	9/16/2021	6	40	
5	Building Construction	Building Construction	8/2/2021	5/31/2024	6	887	
6	Paving	Paving	6/3/2024	6/22/2024	6	18	
7	Architectural Coating	Architectural Coating	6/3/2024	6/22/2024	6	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.3

Residential Indoor: 942,757; Residential Outdoor: 314,252; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 6,369 (Architectural Coating – sqft)

OffRoad Equipment

Menlo Uptown Project - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Rough Grading	Excavators	1	8.00	158	0.38
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Fine Grading	Excavators	1	8.00	158	0.38
Fine Grading	Graders	1	8.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	8.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Menlo Uptown Project - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	541.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	2,063.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	433.00	85.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	87.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 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	lb/day										lb/day					
Fugitive Dust					2.2091	0.0000	2.2091	0.3345	0.0000	0.3345			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	2.2091	1.5513	3.7605	0.3345	1.4411	1.7756		3,747.9449	3,747.9449	1.0549		3,774.3174

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.2 Demolition - 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	lb/day										lb/day					
Hauling	0.0817	2.7641	0.6112	7.8700e-003	0.1783	8.6200e-003	0.1870	0.0489	8.2500e-003	0.0571		842.8480	842.8480	0.0446		843.9632
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.1328	2.7989	0.9560	8.9700e-003	0.3016	9.4000e-003	0.3110	0.0816	8.9600e-003	0.0905		952.2785	952.2785	0.0471		953.4556

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9941	0.0000	0.9941	0.1505	0.0000	0.1505			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	1.2617	32.6638	24.6739	0.0388	0.9941	0.9135	1.9076	0.1505	0.9135	1.0641	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

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3.2 Demolition - 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	lb/day										lb/day					
Hauling	0.0817	2.7641	0.6112	7.8700e-003	0.1783	8.6200e-003	0.1870	0.0489	8.2500e-003	0.0571		842.8480	842.8480	0.0446		843.9632
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.1328	2.7989	0.9560	8.9700e-003	0.3016	9.4000e-003	0.3110	0.0816	8.9600e-003	0.0905		952.2785	952.2785	0.0471		953.4556

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

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3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909
Total	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	8.1298	0.9462	9.0760	4.4688	0.9462	5.4150	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909
Total	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909

3.4 Rough 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	lb/day										lb/day					
Fugitive Dust					6.6014	0.0000	6.6014	3.3749	0.0000	3.3749			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	2.2903	24.7367	15.8575	0.0296	6.6014	1.1599	7.7614	3.3749	1.0671	4.4420		2,871.9285	2,871.9285	0.9288		2,895.1495

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3.4 Rough Grading - 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	lb/day										lb/day					
Hauling	0.4343	14.7009	3.2509	0.0419	0.9485	0.0458	0.9943	0.2599	0.0439	0.3038		4,482.7393	4,482.7393	0.2373		4,488.6708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.4854	14.7357	3.5956	0.0430	1.0717	0.0466	1.1183	0.2926	0.0446	0.3372		4,592.1698	4,592.1698	0.2397		4,598.1632

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9707	0.0000	2.9707	1.5187	0.0000	1.5187			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	1.0093	26.2791	18.9906	0.0296	2.9707	0.7725	3.7431	1.5187	0.7725	2.2912	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.4 Rough Grading - 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	lb/day										lb/day					
Hauling	0.4343	14.7009	3.2509	0.0419	0.9485	0.0458	0.9943	0.2599	0.0439	0.3038		4,482.7393	4,482.7393	0.2373		4,488.6708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.4854	14.7357	3.5956	0.0430	1.0717	0.0466	1.1183	0.2926	0.0446	0.3372		4,592.1698	4,592.1698	0.2397		4,598.1632

3.5 Fine 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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	2.2903	24.7367	15.8575	0.0296	6.5523	1.1599	7.7123	3.3675	1.0671	4.4346		2,871.9285	2,871.9285	0.9288		2,895.1495

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.5 Fine Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	1.0093	26.2791	18.9906	0.0296	2.9486	0.7725	3.7210	1.5154	0.7725	2.2879	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495

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3.5 Fine Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924

3.6 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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2792	8.8595	2.3808	0.0226	0.5754	0.0197	0.5951	0.1656	0.0188	0.1845		2,393.8308	2,393.8308	0.1247		2,396.9486
Worker	1.4749	1.0050	9.9508	0.0317	3.5570	0.0224	3.5794	0.9435	0.0206	0.9641		3,158.8937	3,158.8937	0.0715		3,160.6806
Total	1.7541	9.8646	12.3316	0.0543	4.1324	0.0421	4.1744	1.1091	0.0394	1.1486		5,552.7244	5,552.7244	0.1962		5,557.6292

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

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3.6 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2792	8.8595	2.3808	0.0226	0.5754	0.0197	0.5951	0.1656	0.0188	0.1845		2,393.8308	2,393.8308	0.1247		2,396.9486
Worker	1.4749	1.0050	9.9508	0.0317	3.5570	0.0224	3.5794	0.9435	0.0206	0.9641		3,158.8937	3,158.8937	0.0715		3,160.6806
Total	1.7541	9.8646	12.3316	0.0543	4.1324	0.0421	4.1744	1.1091	0.0394	1.1486		5,552.7244	5,552.7244	0.1962		5,557.6292

3.6 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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2604	8.3877	2.2381	0.0224	0.5754	0.0171	0.5925	0.1656	0.0164	0.1820		2,370.1307	2,370.1307	0.1191		2,373.1091
Worker	1.3766	0.9011	9.1314	0.0305	3.5570	0.0219	3.5789	0.9435	0.0201	0.9636		3,043.0895	3,043.0895	0.0640		3,044.6894
Total	1.6370	9.2888	11.3695	0.0529	4.1324	0.0390	4.1713	1.1091	0.0365	1.1456		5,413.2201	5,413.2201	0.1831		5,417.7985

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2604	8.3877	2.2381	0.0224	0.5754	0.0171	0.5925	0.1656	0.0164	0.1820		2,370.1307	2,370.1307	0.1191		2,373.1091
Worker	1.3766	0.9011	9.1314	0.0305	3.5570	0.0219	3.5789	0.9435	0.0201	0.9636		3,043.0895	3,043.0895	0.0640		3,044.6894
Total	1.6370	9.2888	11.3695	0.0529	4.1324	0.0390	4.1713	1.1091	0.0365	1.1456		5,413.2201	5,413.2201	0.1831		5,417.7985

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1958	6.4648	1.9874	0.0217	0.5754	7.6500e-003	0.5831	0.1656	7.3100e-003	0.1730		2,304.0613	2,304.0613	0.1011		2,306.5898
Worker	1.2895	0.8101	8.3865	0.0293	3.5570	0.0214	3.5784	0.9435	0.0197	0.9632		2,926.5524	2,926.5524	0.0573		2,927.9841
Total	1.4853	7.2749	10.3739	0.0511	4.1324	0.0291	4.1615	1.1091	0.0270	1.1361		5,230.6137	5,230.6137	0.1584		5,234.5739

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1958	6.4648	1.9874	0.0217	0.5754	7.6500e-003	0.5831	0.1656	7.3100e-003	0.1730		2,304.0613	2,304.0613	0.1011		2,306.5898
Worker	1.2895	0.8101	8.3865	0.0293	3.5570	0.0214	3.5784	0.9435	0.0197	0.9632		2,926.5524	2,926.5524	0.0573		2,927.9841
Total	1.4853	7.2749	10.3739	0.0511	4.1324	0.0291	4.1615	1.1091	0.0270	1.1361		5,230.6137	5,230.6137	0.1584		5,234.5739

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1892	6.3926	1.9126	0.0216	0.5754	7.4900e-003	0.5829	0.1657	7.1600e-003	0.1728		2,288.7774	2,288.7774	0.0990		2,291.2534
Worker	1.2146	0.7316	7.7595	0.0282	3.5570	0.0210	3.5780	0.9435	0.0193	0.9628		2,810.7335	2,810.7335	0.0515		2,812.0207
Total	1.4038	7.1242	9.6721	0.0497	4.1324	0.0285	4.1609	1.1091	0.0265	1.1356		5,099.5109	5,099.5109	0.1505		5,103.2741

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1892	6.3926	1.9126	0.0216	0.5754	7.4900e-003	0.5829	0.1657	7.1600e-003	0.1728		2,288.7774	2,288.7774	0.0990		2,291.2534
Worker	1.2146	0.7316	7.7595	0.0282	3.5570	0.0210	3.5780	0.9435	0.0193	0.9628		2,810.7335	2,810.7335	0.0515		2,812.0207
Total	1.4038	7.1242	9.6721	0.0497	4.1324	0.0285	4.1609	1.1091	0.0265	1.1356		5,099.5109	5,099.5109	0.1505		5,103.2741

3.7 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.7 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0338	0.3584	1.3000e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		129.8260	129.8260	2.3800e-003		129.8855
Total	0.0561	0.0338	0.3584	1.3000e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		129.8260	129.8260	2.3800e-003		129.8855

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.7 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0338	0.3584	1.3000e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		129.8260	129.8260	2.3800e-003		129.8855
Total	0.0561	0.0338	0.3584	1.3000e-003	0.1643	9.7000e-004	0.1653	0.0436	8.9000e-004	0.0445		129.8260	129.8260	2.3800e-003		129.8855

3.8 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	367.8165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	367.9972	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.8 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2440	0.1470	1.5591	5.6600e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		564.7432	564.7432	0.0104		565.0019
Total	0.2440	0.1470	1.5591	5.6600e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		564.7432	564.7432	0.0104		565.0019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	367.8165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	367.9304	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443

Menlo Uptown Project - Bay Area AQMD Air District, Winter

3.8 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2440	0.1470	1.5591	5.6600e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		564.7432	564.7432	0.0104		565.0019
Total	0.2440	0.1470	1.5591	5.6600e-003	0.7147	4.2200e-003	0.7189	0.1896	3.8800e-003	0.1935		564.7432	564.7432	0.0104		565.0019

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Improve Pedestrian Network
- Unbundle Parking Cost

Menlo Uptown Project - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0636	14.1022	34.8043	0.1229	11.7577	0.1024	11.8601	3.1452	0.0955	3.2407		12,454.91 95	12,454.91 95	0.4534		12,466.25 42
Unmitigated	3.2235	15.0981	38.5102	0.1406	13.6083	0.1161	13.7244	3.6403	0.1083	3.7486		14,251.30 67	14,251.30 67	0.5017		14,263.84 95

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346
City Park	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Menlo Uptown Project - Bay Area AQMD Air District, Winter

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Unenclosed Parking with Elevator	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1349	1.1529	0.4916	7.3600e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074
NaturalGas Unmitigated	0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681

Menlo Uptown Project - Bay Area AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	10548.3	0.1138	0.9721	0.4137	6.2000e-003		0.0786	0.0786		0.0786	0.0786		1,240.9733	1,240.9733	0.0238	0.0228	1,248.3478
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
Condo/Townhouse	2614.26	0.0282	0.2409	0.1025	1.5400e-003		0.0195	0.0195		0.0195	0.0195		307.5605	307.5605	5.8900e-003	5.6400e-003	309.3882
Strip Mall	26.4658	2.9000e-004	2.5900e-003	2.1800e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1136	3.1136	6.0000e-005	6.0000e-005	3.1321
Unenclosed 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
Total		0.1422	1.2156	0.5184	7.7600e-003		0.0983	0.0983		0.0983	0.0983		1,551.6474	1,551.6474	0.0297	0.0285	1,560.8681

Menlo Uptown Project - Bay Area AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	10.0311	0.1082	0.9244	0.3934	5.9000e-003		0.0747	0.0747		0.0747	0.0747		1,180.1245	1,180.1245	0.0226	0.0216	1,187.1374
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
Condo/Townhouse	2.45233	0.0265	0.2260	0.0962	1.4400e-003		0.0183	0.0183		0.0183	0.0183		288.5093	288.5093	5.5300e-003	5.2900e-003	290.2238
Strip Mall	0.0248951	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9288	2.9288	6.0000e-005	5.0000e-005	2.9462
Unenclosed 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
Total		0.1349	1.1529	0.4916	7.3500e-003		0.0932	0.0932		0.0932	0.0932		1,471.5626	1,471.5626	0.0282	0.0270	1,480.3074

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922
Unmitigated	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5.3790	0.7969	48.8488	0.1594		7.9688	7.9688		7.9688	7.9688	1,176.1972	0.0000	1,176.1972	5.4985	0.0000	1,313.6593
Landscaping	1.2025	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210		71.8638	71.8638	0.0691		73.5922
Total	18.4458	1.2563	88.7328	0.1615		8.1898	8.1898		8.1898	8.1898	1,176.1972	71.8638	1,248.0610	5.5676	0.0000	1,387.2515

Menlo Uptown Project - Bay Area AQMD Air District, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2025	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210		71.8638	71.8638	0.0691		73.5922
Total	13.0668	0.4594	39.8840	2.1100e-003		0.2210	0.2210		0.2210	0.2210	0.0000	71.8638	71.8638	0.0691	0.0000	73.5922

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

Menlo Uptown Project - Bay Area AQMD Air District, Winter

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.14	50	268	0.73	Diesel

Boilers

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

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (175 - 300 HP)	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180
Total	0.1231	0.3442	0.3140	5.9000e-004		0.0181	0.0181		0.0181	0.0181		62.9971	62.9971	8.8300e-003		63.2180

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11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	512.00	Space	0.30	106,156.00	0
City Park	2.20	Acre	2.20	95,832.00	0
Apartments Mid Rise	441.00	Dwelling Unit	2.00	383,433.00	1261
Condo/Townhouse	42.00	Dwelling Unit	0.33	82,126.00	120
Strip Mall	2.10	1000sqft	0.00	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - CO2 intensity based on 5-year average (PG&E, 2015)

Land Use - The proposed project would develop three residential buildings totaling approximately 466,000 square feet of gross floor area with a total of 483 residential units, 2,100 square feet of commercial space, associated open space, circulation and parking, and infrastructure improvements.

Construction Phase - Construction is expected to begin May 2021 and end summer 2024. Phasing based on assumptions provided by Project Applicant. Architectural Coating and Paving phases are default duration.

Grading - Approximately 16,500 cubic yards of soil import.

Demolition - Approximately 118,944 building square footage to be demolished.

Vehicle Trips - Based on trip generation prepared for the project.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generators would run 50 hours per year for testing and emergency use.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 4 construction equipment mitigation.

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	230.00	887.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	8.00	38.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	NumberGas	66.15	0.00
tblFireplaces	NumberGas	6.30	0.00
tblFireplaces	NumberNoFireplace	17.64	441.00
tblFireplaces	NumberNoFireplace	1.68	42.00
tblFireplaces	NumberWood	74.97	0.00
tblFireplaces	NumberWood	7.14	0.00
tblGrading	MaterialImported	0.00	16,500.00
tblLandUse	LandUseSquareFeet	204,800.00	106,156.00
tblLandUse	LandUseSquareFeet	441,000.00	383,433.00
tblLandUse	LandUseSquareFeet	42,000.00	82,126.00
tblLandUse	LotAcreage	4.61	0.30
tblLandUse	LotAcreage	11.61	2.00
tblLandUse	LotAcreage	2.63	0.33
tblLandUse	LotAcreage	0.05	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.14
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleTrips	ST_TR	6.39	6.29
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	0.00

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tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	5.86	6.29
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.65	6.29
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	0.00
tblVehicleTrips	WD_TR	44.32	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					
2021	0.4670	4.4617	3.4340	9.1400e-003	0.8421	0.1796	1.0217	0.3482	0.1670	0.5152	0.0000	827.3701	827.3701	0.1254	0.0000	830.5061
2022	0.5003	3.8884	4.2837	0.0126	0.6227	0.1327	0.7554	0.1677	0.1248	0.2925	0.0000	1,140.3244	1,140.3244	0.1122	0.0000	1,143.1292
2023	0.4555	3.3707	4.1057	0.0123	0.6207	0.1137	0.7344	0.1672	0.1069	0.2741	0.0000	1,110.6152	1,110.6152	0.1079	0.0000	1,113.3133
2024	3.5020	1.4311	1.8179	5.3200e-003	0.2682	0.0462	0.3144	0.0722	0.0434	0.1156	0.0000	481.2247	481.2247	0.0495	0.0000	482.4626
Maximum	3.5020	4.4617	4.2837	0.0126	0.8421	0.1796	1.0217	0.3482	0.1670	0.5152	0.0000	1,140.3244	1,140.3244	0.1254	0.0000	1,143.1292

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1726	1.2826	3.6076	9.1400e-003	0.5397	0.0109	0.5506	0.2000	0.0107	0.2107	0.0000	827.3696	827.3696	0.1254	0.0000	830.5056
2022	0.2845	1.7943	4.4554	0.0126	0.6227	0.0124	0.6351	0.1677	0.0120	0.1797	0.0000	1,140.3240	1,140.3240	0.1122	0.0000	1,143.1287
2023	0.2613	1.4752	4.2955	0.0123	0.6207	0.0109	0.6316	0.1672	0.0106	0.1777	0.0000	1,110.6147	1,110.6147	0.1079	0.0000	1,113.3129
2024	3.4198	0.6212	1.9146	5.3200e-003	0.2682	4.8700e-003	0.2731	0.0722	4.7400e-003	0.0769	0.0000	481.2245	481.2245	0.0495	0.0000	482.4624
Maximum	3.4198	1.7943	4.4554	0.0126	0.6227	0.0124	0.6351	0.2000	0.0120	0.2107	0.0000	1,140.3240	1,140.3240	0.1254	0.0000	1,143.1287

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	15.97	60.67	-4.63	0.00	12.85	91.73	26.03	19.62	91.41	46.12	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	5-3-2021	8-2-2021	2.0775	0.3867
2	8-3-2021	11-2-2021	2.0222	0.6979
3	11-3-2021	2-2-2022	1.1821	0.5493
4	2-3-2022	5-2-2022	1.0729	0.5100
5	5-3-2022	8-2-2022	1.1008	0.5188
6	8-3-2022	11-2-2022	1.1054	0.5235
7	11-3-2022	2-2-2023	1.0638	0.5012
8	2-3-2023	5-2-2023	0.9390	0.4281

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9	5-3-2023	8-2-2023	0.9637	0.4355
10	8-3-2023	11-2-2023	0.9676	0.4394
11	11-3-2023	2-2-2024	0.9566	0.4432
12	2-3-2024	5-2-2024	0.9007	0.4242
13	5-3-2024	8-2-2024	3.5350	3.3024
		Highest	3.5350	3.3024

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3114	0.0470	3.9344	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222
Energy	0.0260	0.2219	0.0946	1.4200e-003		0.0179	0.0179		0.0179	0.0179	0.0000	599.8986	599.8986	0.0352	0.0110	604.0468
Mobile	0.5932	2.6996	6.7049	0.0258	2.3839	0.0211	2.4049	0.6397	0.0196	0.6594	0.0000	2,375.4818	2,375.4818	0.0808	0.0000	2,377.5027
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	45.5877	0.0000	45.5877	2.6942	0.0000	112.9416
Water						0.0000	0.0000		0.0000	0.0000	10.0331	37.2955	47.3287	1.0338	0.0250	80.6272
Total	2.9525	3.0299	10.7900	0.0287	2.3839	0.1184	2.5023	0.6397	0.1170	0.7567	63.1541	3,028.7487	3,091.9028	3.8863	0.0360	3,199.7817

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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	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Energy	0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	568.3039	568.3039	0.0333	0.0104	572.2331
Mobile	0.5643	2.5258	6.0330	0.0226	2.0597	0.0186	2.0783	0.5527	0.0173	0.5701	0.0000	2,077.1324	2,077.1324	0.0729	0.0000	2,078.9538
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	11.3969	0.0000	11.3969	0.6735	0.0000	28.2354
Water						0.0000	0.0000		0.0000	0.0000	8.0265	32.1912	40.2178	0.8272	0.0201	66.8746
Total	2.8844	2.8390	9.7684	0.0242	2.0597	0.0587	2.1184	0.5527	0.0574	0.6102	19.4234	2,693.7003	2,713.1237	1.6140	0.0304	2,762.5466

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.31	6.30	9.47	15.52	13.60	50.42	15.34	13.60	50.88	19.36	69.24	11.06	12.25	58.47	15.40	13.66

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	7/2/2021	6	53	
2	Site Preparation	Site Preparation	7/5/2021	8/3/2021	6	26	
3	Rough Grading	Grading	7/5/2021	8/17/2021	6	38	
4	Fine Grading	Grading	8/2/2021	9/16/2021	6	40	
5	Building Construction	Building Construction	8/2/2021	5/31/2024	6	887	
6	Paving	Paving	6/3/2024	6/22/2024	6	18	
7	Architectural Coating	Architectural Coating	6/3/2024	6/22/2024	6	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.3

Residential Indoor: 942,757; Residential Outdoor: 314,252; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 6,369 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Rough Grading	Excavators	1	8.00	158	0.38
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Fine Grading	Excavators	1	8.00	158	0.38
Fine Grading	Graders	1	8.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	8.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	541.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	2,063.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	433.00	85.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	87.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 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					0.0585	0.0000	0.0585	8.8600e-003	0.0000	8.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0839	0.8332	0.5715	1.0300e-003		0.0411	0.0411		0.0382	0.0382	0.0000	90.1021	90.1021	0.0254	0.0000	90.7361
Total	0.0839	0.8332	0.5715	1.0300e-003	0.0585	0.0411	0.0997	8.8600e-003	0.0382	0.0471	0.0000	90.1021	90.1021	0.0254	0.0000	90.7361

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3.2 Demolition - 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	2.1300e-003	0.0730	0.0156	2.1000e-004	4.5700e-003	2.3000e-004	4.8000e-003	1.2600e-003	2.2000e-004	1.4700e-003	0.0000	20.4645	20.4645	1.0400e-003	0.0000	20.4906
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	1.2200e-003	8.4000e-004	8.9200e-003	3.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.6553	2.6553	6.0000e-005	0.0000	2.6568
Total	3.3500e-003	0.0738	0.0245	2.4000e-004	7.7100e-003	2.5000e-004	7.9600e-003	2.1000e-003	2.4000e-004	2.3200e-003	0.0000	23.1198	23.1198	1.1000e-003	0.0000	23.1474

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					0.0263	0.0000	0.0263	3.9900e-003	0.0000	3.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0123	0.0531	0.6169	1.0300e-003		1.6300e-003	1.6300e-003		1.6300e-003	1.6300e-003	0.0000	90.1020	90.1020	0.0254	0.0000	90.7360
Total	0.0123	0.0531	0.6169	1.0300e-003	0.0263	1.6300e-003	0.0280	3.9900e-003	1.6300e-003	5.6200e-003	0.0000	90.1020	90.1020	0.0254	0.0000	90.7360

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3.2 Demolition - 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	2.1300e-003	0.0730	0.0156	2.1000e-004	4.5700e-003	2.3000e-004	4.8000e-003	1.2600e-003	2.2000e-004	1.4700e-003	0.0000	20.4645	20.4645	1.0400e-003	0.0000	20.4906
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	1.2200e-003	8.4000e-004	8.9200e-003	3.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.6553	2.6553	6.0000e-005	0.0000	2.6568
Total	3.3500e-003	0.0738	0.0245	2.4000e-004	7.7100e-003	2.5000e-004	7.9600e-003	2.1000e-003	2.4000e-004	2.3200e-003	0.0000	23.1198	23.1198	1.1000e-003	0.0000	23.1474

3.3 Site Preparation - 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					0.2349	0.0000	0.2349	0.1291	0.0000	0.1291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0506	0.5265	0.2750	4.9000e-004		0.0266	0.0266		0.0245	0.0245	0.0000	43.4664	43.4664	0.0141	0.0000	43.8179
Total	0.0506	0.5265	0.2750	4.9000e-004	0.2349	0.0266	0.2614	0.1291	0.0245	0.1536	0.0000	43.4664	43.4664	0.0141	0.0000	43.8179

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3.3 Site Preparation - 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	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640
Total	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640

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					0.1057	0.0000	0.1057	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0500e-003	0.0262	0.2713	4.9000e-004		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	43.4664	43.4664	0.0141	0.0000	43.8178
Total	6.0500e-003	0.0262	0.2713	4.9000e-004	0.1057	8.1000e-004	0.1065	0.0581	8.1000e-004	0.0589	0.0000	43.4664	43.4664	0.0141	0.0000	43.8178

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3.3 Site Preparation - 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	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640
Total	7.2000e-004	5.0000e-004	5.2500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5631	1.5631	4.0000e-005	0.0000	1.5640

3.4 Rough 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					0.1254	0.0000	0.1254	0.0641	0.0000	0.0641	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4700	0.3013	5.6000e-004		0.0220	0.0220		0.0203	0.0203	0.0000	49.5020	49.5020	0.0160	0.0000	49.9023
Total	0.0435	0.4700	0.3013	5.6000e-004	0.1254	0.0220	0.1475	0.0641	0.0203	0.0844	0.0000	49.5020	49.5020	0.0160	0.0000	49.9023

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3.4 Rough Grading - 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	8.1300e-003	0.2784	0.0593	8.0000e-004	0.0174	8.6000e-004	0.0183	4.7900e-003	8.2000e-004	5.6200e-003	0.0000	78.0374	78.0374	3.9800e-003	0.0000	78.1370
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.0000e-004	6.3900e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2700e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.9038	1.9038	4.0000e-005	0.0000	1.9048
Total	9.0000e-003	0.2790	0.0657	8.2000e-004	0.0197	8.7000e-004	0.0206	5.3900e-003	8.3000e-004	6.2300e-003	0.0000	79.9412	79.9412	4.0200e-003	0.0000	80.0418

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					0.0564	0.0000	0.0564	0.0289	0.0000	0.0289	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.9000e-003	0.0299	0.3373	5.6000e-004		9.2000e-004	9.2000e-004		9.2000e-004	9.2000e-004	0.0000	49.5020	49.5020	0.0160	0.0000	49.9022
Total	6.9000e-003	0.0299	0.3373	5.6000e-004	0.0564	9.2000e-004	0.0574	0.0289	9.2000e-004	0.0298	0.0000	49.5020	49.5020	0.0160	0.0000	49.9022

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3.4 Rough Grading - 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	8.1300e-003	0.2784	0.0593	8.0000e-004	0.0174	8.6000e-004	0.0183	4.7900e-003	8.2000e-004	5.6200e-003	0.0000	78.0374	78.0374	3.9800e-003	0.0000	78.1370
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.0000e-004	6.3900e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2700e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.9038	1.9038	4.0000e-005	0.0000	1.9048
Total	9.0000e-003	0.2790	0.0657	8.2000e-004	0.0197	8.7000e-004	0.0206	5.3900e-003	8.3000e-004	6.2300e-003	0.0000	79.9412	79.9412	4.0200e-003	0.0000	80.0418

3.5 Fine 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					0.1311	0.0000	0.1311	0.0674	0.0000	0.0674	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0458	0.4947	0.3172	5.9000e-004		0.0232	0.0232		0.0213	0.0213	0.0000	52.1074	52.1074	0.0169	0.0000	52.5287
Total	0.0458	0.4947	0.3172	5.9000e-004	0.1311	0.0232	0.1543	0.0674	0.0213	0.0887	0.0000	52.1074	52.1074	0.0169	0.0000	52.5287

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3.5 Fine Grading - 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	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
Total	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051

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					0.0590	0.0000	0.0590	0.0303	0.0000	0.0303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2600e-003	0.0315	0.3551	5.9000e-004		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	52.1073	52.1073	0.0169	0.0000	52.5287
Total	7.2600e-003	0.0315	0.3551	5.9000e-004	0.0590	9.7000e-004	0.0599	0.0303	9.7000e-004	0.0313	0.0000	52.1073	52.1073	0.0169	0.0000	52.5287

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3.5 Fine Grading - 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	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
Total	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051

3.6 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	0.1245	1.1418	1.0857	1.7600e-003		0.0628	0.0628		0.0590	0.0590	0.0000	151.7224	151.7224	0.0366	0.0000	152.6375
Total	0.1245	1.1418	1.0857	1.7600e-003		0.0628	0.0628		0.0590	0.0590	0.0000	151.7224	151.7224	0.0366	0.0000	152.6375

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3.6 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	0.0177	0.5815	0.1452	1.5000e-003	0.0365	1.2600e-003	0.0378	0.0106	1.2100e-003	0.0118	0.0000	144.3897	144.3897	7.1000e-003	0.0000	144.5672
Worker	0.0870	0.0601	0.6361	2.0900e-003	0.2241	1.4700e-003	0.2256	0.0596	1.3500e-003	0.0610	0.0000	189.4520	189.4520	4.2500e-003	0.0000	189.5582
Total	0.1047	0.6416	0.7813	3.5900e-003	0.2606	2.7300e-003	0.2633	0.0702	2.5600e-003	0.0727	0.0000	333.8417	333.8417	0.0114	0.0000	334.1254

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	0.0215	0.1464	1.1436	1.7600e-003		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003	0.0000	151.7222	151.7222	0.0366	0.0000	152.6373
Total	0.0215	0.1464	1.1436	1.7600e-003		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003	0.0000	151.7222	151.7222	0.0366	0.0000	152.6373

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3.6 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	0.0177	0.5815	0.1452	1.5000e-003	0.0365	1.2600e-003	0.0378	0.0106	1.2100e-003	0.0118	0.0000	144.3897	144.3897	7.1000e-003	0.0000	144.5672
Worker	0.0870	0.0601	0.6361	2.0900e-003	0.2241	1.4700e-003	0.2256	0.0596	1.3500e-003	0.0610	0.0000	189.4520	189.4520	4.2500e-003	0.0000	189.5582
Total	0.1047	0.6416	0.7813	3.5900e-003	0.2606	2.7300e-003	0.2633	0.0702	2.5600e-003	0.0727	0.0000	333.8417	333.8417	0.0114	0.0000	334.1254

3.6 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	0.2670	2.4439	2.5609	4.2200e-003		0.1266	0.1266		0.1191	0.1191	0.0000	362.6500	362.6500	0.0869	0.0000	364.8220
Total	0.2670	2.4439	2.5609	4.2200e-003		0.1266	0.1266		0.1191	0.1191	0.0000	362.6500	362.6500	0.0869	0.0000	364.8220

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3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.3159	0.3261	3.5500e-003	0.0872	2.6200e-003	0.0899	0.0252	2.5100e-003	0.0277	0.0000	341.6095	341.6095	0.0162	0.0000	342.0147
Worker	0.1939	0.1287	1.3968	4.8200e-003	0.5355	3.4200e-003	0.5389	0.1425	3.1500e-003	0.1456	0.0000	436.0649	436.0649	9.1000e-003	0.0000	436.2925
Total	0.2332	1.4445	1.7228	8.3700e-003	0.6227	6.0400e-003	0.6287	0.1677	5.6600e-003	0.1733	0.0000	777.6744	777.6744	0.0253	0.0000	778.3071

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	0.0513	0.3497	2.7325	4.2200e-003		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	362.6496	362.6496	0.0869	0.0000	364.8216
Total	0.0513	0.3497	2.7325	4.2200e-003		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	362.6496	362.6496	0.0869	0.0000	364.8216

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3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.3159	0.3261	3.5500e-003	0.0872	2.6200e-003	0.0899	0.0252	2.5100e-003	0.0277	0.0000	341.6095	341.6095	0.0162	0.0000	342.0147
Worker	0.1939	0.1287	1.3968	4.8200e-003	0.5355	3.4200e-003	0.5389	0.1425	3.1500e-003	0.1456	0.0000	436.0649	436.0649	9.1000e-003	0.0000	436.2925
Total	0.2332	1.4445	1.7228	8.3700e-003	0.6227	6.0400e-003	0.6287	0.1677	5.6600e-003	0.1733	0.0000	777.6744	777.6744	0.0253	0.0000	778.3071

3.6 Building Construction - 2023

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	0.2454	2.2440	2.5341	4.2000e-003		0.1092	0.1092		0.1027	0.1027	0.0000	361.6154	361.6154	0.0860	0.0000	363.7660
Total	0.2454	2.2440	2.5341	4.2000e-003		0.1092	0.1092		0.1027	0.1027	0.0000	361.6154	361.6154	0.0860	0.0000	363.7660

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3.6 Building Construction - 2023

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	0.0295	1.0113	0.2910	3.4400e-003	0.0870	1.1600e-003	0.0881	0.0252	1.1100e-003	0.0263	0.0000	330.9748	330.9748	0.0138	0.0000	331.3191
Worker	0.1807	0.1153	1.2807	4.6200e-003	0.5338	3.3400e-003	0.5371	0.1420	3.0800e-003	0.1451	0.0000	418.0249	418.0249	8.1300e-003	0.0000	418.2282
Total	0.2102	1.1266	1.5717	8.0600e-003	0.6207	4.5000e-003	0.6252	0.1671	4.1900e-003	0.1713	0.0000	748.9998	748.9998	0.0219	0.0000	749.5473

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	0.0511	0.3486	2.7238	4.2000e-003		6.3600e-003	6.3600e-003		6.3600e-003	6.3600e-003	0.0000	361.6150	361.6150	0.0860	0.0000	363.7655
Total	0.0511	0.3486	2.7238	4.2000e-003		6.3600e-003	6.3600e-003		6.3600e-003	6.3600e-003	0.0000	361.6150	361.6150	0.0860	0.0000	363.7655

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3.6 Building Construction - 2023

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	0.0295	1.0113	0.2910	3.4400e-003	0.0870	1.1600e-003	0.0881	0.0252	1.1100e-003	0.0263	0.0000	330.9748	330.9748	0.0138	0.0000	331.3191
Worker	0.1807	0.1153	1.2807	4.6200e-003	0.5338	3.3400e-003	0.5371	0.1420	3.0800e-003	0.1451	0.0000	418.0249	418.0249	8.1300e-003	0.0000	418.2282
Total	0.2102	1.1266	1.5717	8.0600e-003	0.6207	4.5000e-003	0.6252	0.1671	4.1900e-003	0.1713	0.0000	748.9998	748.9998	0.0219	0.0000	749.5473

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0964	0.8806	1.0589	1.7700e-003		0.0402	0.0402		0.0378	0.0378	0.0000	151.8612	151.8612	0.0359	0.0000	152.7589
Total	0.0964	0.8806	1.0589	1.7700e-003		0.0402	0.0402		0.0378	0.0378	0.0000	151.8612	151.8612	0.0359	0.0000	152.7589

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3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.4199	0.1176	1.4300e-003	0.0365	4.8000e-004	0.0370	0.0106	4.6000e-004	0.0110	0.0000	138.0291	138.0291	5.6700e-003	0.0000	138.1707
Worker	0.0713	0.0437	0.4981	1.8600e-003	0.2241	1.3800e-003	0.2255	0.0596	1.2700e-003	0.0609	0.0000	168.5705	168.5705	3.0800e-003	0.0000	168.6473
Total	0.0833	0.4636	0.6157	3.2900e-003	0.2606	1.8600e-003	0.2625	0.0702	1.7300e-003	0.0719	0.0000	306.5996	306.5996	8.7500e-003	0.0000	306.8181

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	0.0215	0.1464	1.1436	1.7700e-003		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003	0.0000	151.8610	151.8610	0.0359	0.0000	152.7588
Total	0.0215	0.1464	1.1436	1.7700e-003		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003	0.0000	151.8610	151.8610	0.0359	0.0000	152.7588

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3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.4199	0.1176	1.4300e-003	0.0365	4.8000e-004	0.0370	0.0106	4.6000e-004	0.0110	0.0000	138.0291	138.0291	5.6700e-003	0.0000	138.1707
Worker	0.0713	0.0437	0.4981	1.8600e-003	0.2241	1.3800e-003	0.2255	0.0596	1.2700e-003	0.0609	0.0000	168.5705	168.5705	3.0800e-003	0.0000	168.6473
Total	0.0833	0.4636	0.6157	3.2900e-003	0.2606	1.8600e-003	0.2625	0.0702	1.7300e-003	0.0719	0.0000	306.5996	306.5996	8.7500e-003	0.0000	306.8181

3.7 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9300e-003	0.0745	0.1100	1.7000e-004		3.5900e-003	3.5900e-003		3.3200e-003	3.3200e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.9300e-003	0.0745	0.1100	1.7000e-004		3.5900e-003	3.5900e-003		3.3200e-003	3.3200e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581

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3.7 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703
Total	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703

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	1.9700e-003	8.5600e-003	0.1218	1.7000e-004		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9700e-003	8.5600e-003	0.1218	1.7000e-004		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581

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3.7 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703
Total	4.5000e-004	2.8000e-004	3.1600e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0699	1.0699	2.0000e-005	0.0000	1.0703

3.8 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	3.3120	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012

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3.8 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560
Total	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	1.1600e-003	0.0165	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	3.3106	1.1600e-003	0.0165	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012

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3.8 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560
Total	1.9700e-003	1.2100e-003	0.0138	5.0000e-005	6.1900e-003	4.0000e-005	6.2300e-003	1.6500e-003	3.0000e-005	1.6800e-003	0.0000	4.6539	4.6539	8.0000e-005	0.0000	4.6560

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Improve Pedestrian Network
- Unbundle Parking Cost

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5643	2.5258	6.0330	0.0226	2.0597	0.0186	2.0783	0.5527	0.0173	0.5701	0.0000	2,077.1324	2,077.1324	0.0729	0.0000	2,078.9538
Unmitigated	0.5932	2.6996	6.7049	0.0258	2.3839	0.0211	2.4049	0.6397	0.0196	0.6594	0.0000	2,375.4818	2,375.4818	0.0808	0.0000	2,377.5027

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346
City Park	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Unenclosed Parking with Elevator	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	324.6702	324.6702	0.0286	5.9200e-003	327.1516
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	343.0060	343.0060	0.0303	6.2600e-003	345.6276
NaturalGas Mitigated	0.0246	0.2104	0.0897	1.3400e-003			0.0170	0.0170		0.0170	0.0170	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815
NaturalGas Unmitigated	0.0260	0.2219	0.0946	1.4200e-003			0.0179	0.0179		0.0179	0.0179	256.8926	256.8926	4.9200e-003	4.7100e-003	258.4192

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.85012e+006	0.0208	0.1774	0.0755	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	205.4571	205.4571	3.9400e-003	3.7700e-003	206.6780
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	954206	5.1500e-003	0.0440	0.0187	2.8000e-004		3.5500e-003	3.5500e-003		3.5500e-003	3.5500e-003	0.0000	50.9201	50.9201	9.8000e-004	9.3000e-004	51.2227
Strip Mall	9660	5.0000e-005	4.7000e-004	4.0000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5155	0.5155	1.0000e-005	1.0000e-005	0.5186
Unenclosed 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
Total		0.0260	0.2219	0.0946	1.4100e-003		0.0179	0.0179		0.0179	0.0179	0.0000	256.8926	256.8926	4.9300e-003	4.7100e-003	258.4192

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.66134e+006	0.0197	0.1687	0.0718	1.0800e-003		0.0136	0.0136		0.0136	0.0136	0.0000	195.3829	195.3829	3.7400e-003	3.5800e-003	196.5439
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	895100	4.8300e-003	0.0412	0.0176	2.6000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	47.7660	47.7660	9.2000e-004	8.8000e-004	48.0498
Strip Mall	9086.7	5.0000e-005	4.5000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4849	0.4849	1.0000e-005	1.0000e-005	0.4878
Unenclosed 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
Total		0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.8619e+006	277.6856	0.0245	5.0700e-003	279.8079
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	210026	31.3236	2.7600e-003	5.7000e-004	31.5630
Strip Mall	22008	3.2823	2.9000e-004	6.0000e-005	3.3074
Unenclosed Parking with Elevator	205943	30.7145	2.7100e-003	5.6000e-004	30.9493
Total		343.0060	0.0303	6.2600e-003	345.6276

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.76922e+006	263.8635	0.0233	4.8200e-003	265.8802
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	199693	29.7824	2.6300e-003	5.4000e-004	30.0100
Strip Mall	20653.9	3.0804	2.7000e-004	6.0000e-005	3.1039
Unenclosed Parking with Elevator	187365	27.9439	2.4600e-003	5.1000e-004	28.1575
Total		324.6702	0.0286	5.9300e-003	327.1516

6.0 Area Detail**6.1 Mitigation Measures Area**

No Hearths Installed

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Unmitigated	2.3114	0.0470	3.9344	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222

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	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0380	5.6300e-003	0.3449	1.1300e-003		0.0563	0.0563		0.0563	0.0563	7.5332	0.0000	7.5332	0.0352	0.0000	8.4136
Landscaping	0.1082	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Total	2.3114	0.0470	3.9344	1.3200e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0409	0.0000	14.4222

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1082	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086
Total	2.2735	0.0414	3.5896	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6400e-003	0.0000	6.0086

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

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	40.2178	0.8272	0.0201	66.8746
Unmitigated	47.3287	1.0338	0.0250	80.6272

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	28.7329 / 18.1142	41.7587	0.9391	0.0227	72.0027
City Park	0 / 2.62126	1.3683	1.2000e-004	2.0000e-005	1.3787
Condo/Townhouse	2.73647 / 1.72517	3.9770	0.0894	2.1600e-003	6.8574
Strip Mall	0.155552 / 0.0953385	0.2247	5.0800e-003	1.2000e-004	0.3884
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		47.3287	1.0338	0.0250	80.6272

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	22.9863 / 18.1142	35.2981	0.7515	0.0182	59.5077
City Park	0 / 2.62126	1.3683	1.2000e-004	2.0000e-005	1.3787
Condo/Townhouse	2.18918 / 1.72517	3.3617	0.0716	1.7300e-003	5.6674
Strip Mall	0.124442 / 0.0953385	0.1897	4.0700e-003	1.0000e-004	0.3207
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		40.2177	0.8272	0.0201	66.8746

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3969	0.6735	0.0000	28.2354
Unmitigated	45.5877	2.6942	0.0000	112.9416

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	202.86	41.1788	2.4336	0.0000	102.0186
City Park	0.19	0.0386	2.2800e-003	0.0000	0.0956
Condo/Townhouse	19.32	3.9218	0.2318	0.0000	9.7161
Strip Mall	2.21	0.4486	0.0265	0.0000	1.1114
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		45.5877	2.6942	0.0000	112.9416

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.715	10.2947	0.6084	0.0000	25.5047
City Park	0.0475	9.6400e-003	5.7000e-004	0.0000	0.0239
Condo/Townhouse	4.83	0.9805	0.0579	0.0000	2.4290
Strip Mall	0.5525	0.1122	6.6300e-003	0.0000	0.2779
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		11.3969	0.6735	0.0000	28.2354

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
Emergency Generator	2	0.14	50	268	0.73	Diesel

Boilers

Menlo Uptown Project - Mitigated - Bay Area AQMD Air District, Annual

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

User Defined Equipment

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

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (175 - 300 HP)	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Total	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411

11.0 Vegetation

Menlo Uptown Project - 2030 Analysis - Bay Area AQMD Air District, Annual

Menlo Uptown Project - 2030 Analysis
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	512.00	Space	0.30	106,156.00	0
City Park	2.20	Acre	2.20	95,832.00	0
Apartments Mid Rise	441.00	Dwelling Unit	2.00	383,433.00	1261
Condo/Townhouse	42.00	Dwelling Unit	0.33	82,126.00	120
Strip Mall	2.10	1000sqft	0.00	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	256.4	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Menlo Uptown Project - 2030 Analysis - Bay Area AQMD Air District, Annual

Project Characteristics - CO2 intensity based on PG&E default and assuming a Renewables Portfolio Standard (RPS) of 60% by 2030.

Land Use - The proposed project would develop three residential buildings totaling approximately 466,000 square feet of gross floor area with a total of 483 residential units, 2,100 square feet of commercial space, associated open space, circulation and parking, and infrastructure improvements.

Construction Phase - Operational analysis only.

Grading - Approximately 16,500 cubic yards of soil import.

Demolition - Approximately 118,944 building square footage to be demolished.

Vehicle Trips - Based on trip generation prepared for the project.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generators would run 50 hours per year for testing and emergency use.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 2 construction equipment.

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	230.00	887.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	8.00	38.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	7/4/2028	6/22/2030
tblConstructionPhase	PhaseEndDate	5/15/2028	5/31/2030
tblConstructionPhase	PhaseEndDate	5/28/2027	7/2/2027
tblConstructionPhase	PhaseEndDate	6/16/2027	8/17/2027
tblConstructionPhase	PhaseEndDate	6/28/2027	9/16/2027
tblConstructionPhase	PhaseEndDate	6/8/2028	6/22/2030
tblConstructionPhase	PhaseEndDate	6/4/2027	8/3/2027
tblConstructionPhase	PhaseStartDate	6/9/2028	6/3/2030
tblConstructionPhase	PhaseStartDate	6/29/2027	8/2/2027
tblConstructionPhase	PhaseStartDate	6/5/2027	7/5/2027
tblConstructionPhase	PhaseStartDate	6/17/2027	8/2/2027
tblConstructionPhase	PhaseStartDate	5/16/2028	6/3/2030
tblConstructionPhase	PhaseStartDate	5/29/2027	7/5/2027
tblFireplaces	NumberGas	66.15	0.00
tblFireplaces	NumberGas	6.30	0.00
tblFireplaces	NumberNoFireplace	17.64	441.00
tblFireplaces	NumberNoFireplace	1.68	42.00
tblFireplaces	NumberWood	74.97	0.00
tblFireplaces	NumberWood	7.14	0.00
tblGrading	MaterialImported	0.00	16,500.00
tblLandUse	LandUseSquareFeet	204,800.00	106,156.00
tblLandUse	LandUseSquareFeet	441,000.00	383,433.00
tblLandUse	LandUseSquareFeet	42,000.00	82,126.00
tblLandUse	LotAcreage	4.61	0.30
tblLandUse	LotAcreage	11.61	2.00

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tblLandUse	LotAcreage	2.63	0.33
tblLandUse	LotAcreage	0.05	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	256.4
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.14
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleTrips	ST_TR	6.39	6.29
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	5.86	6.29
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.65	6.29
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	0.00
tblVehicleTrips	WD_TR	44.32	0.00

2.0 Emissions Summary

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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					
2027	0.3175	2.8889	2.9653	8.5200e-003	0.8421	0.0977	0.9398	0.3482	0.0908	0.4391	0.0000	770.5136	770.5136	0.1200	0.0000	773.5124
2028	0.3775	2.9834	3.6799	0.0114	0.6227	0.0864	0.7091	0.1677	0.0812	0.2489	0.0000	1,033.6584	1,033.6584	0.1030	0.0000	1,036.2338
2029	0.3685	2.9661	3.6211	0.0113	0.6227	0.0862	0.7089	0.1677	0.0810	0.2487	0.0000	1,022.1776	1,022.1776	0.1024	0.0000	1,024.7387
2030	3.4693	0.9960	1.6326	5.1900e-003	0.2663	0.0135	0.2798	0.0717	0.0134	0.0851	0.0000	465.1305	465.1305	0.0148	0.0000	465.4993
Maximum	3.4693	2.9834	3.6799	0.0114	0.8421	0.0977	0.9398	0.3482	0.0908	0.4391	0.0000	1,033.6584	1,033.6584	0.1200	0.0000	1,036.2338

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2027	0.2402	4.5098	3.4610	8.5200e-003	0.5397	0.1279	0.6676	0.2000	0.1278	0.3278	0.0000	770.5132	770.5132	0.1200	0.0000	773.5119
2028	0.3326	4.7182	3.9599	0.0114	0.6227	0.1452	0.7679	0.1677	0.1450	0.3127	0.0000	1,033.6580	1,033.6580	0.1030	0.0000	1,036.2334
2029	0.3236	4.7008	3.9011	0.0113	0.6227	0.1450	0.7677	0.1677	0.1448	0.3125	0.0000	1,022.1772	1,022.1772	0.1024	0.0000	1,024.7383
2030	3.4507	2.1134	1.7484	5.1900e-003	0.2663	0.0661	0.3323	0.0717	0.0660	0.1377	0.0000	465.1303	465.1303	0.0148	0.0000	465.4991
Maximum	3.4507	4.7182	3.9599	0.0114	0.6227	0.1452	0.7679	0.2000	0.1450	0.3278	0.0000	1,033.6580	1,033.6580	0.1200	0.0000	1,036.2334

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.09	-63.12	-9.85	0.00	12.85	-70.62	3.87	19.62	-81.41	-6.73	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	5-3-2027	8-2-2027	1.2750	1.8342
2	8-3-2027	11-2-2027	1.3534	2.0510
3	11-3-2027	2-2-2028	0.8565	1.2823
4	2-3-2028	5-2-2028	0.8310	1.2475
5	5-3-2028	8-2-2028	0.8441	1.2698
6	8-3-2028	11-2-2028	0.8471	1.2728
7	11-3-2028	2-2-2029	0.8499	1.2756
8	2-3-2029	5-2-2029	0.8151	1.2270

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9	5-3-2029	8-2-2029	0.8375	1.2633
10	8-3-2029	11-2-2029	0.8404	1.2661
11	11-3-2029	2-2-2030	0.7783	1.2690
12	2-3-2030	5-2-2030	0.6342	1.2213
13	5-3-2030	8-2-2030	3.4321	3.7171
		Highest	3.4321	3.7171

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3106	0.0469	3.9265	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0408	0.0000	14.4212
Energy	0.0260	0.2219	0.0946	1.4200e-003		0.0179	0.0179		0.0179	0.0179	0.0000	524.3706	524.3706	0.0352	0.0110	528.5187
Mobile	0.4436	2.2987	4.9327	0.0223	2.3826	0.0148	2.3974	0.6391	0.0138	0.6529	0.0000	2,057.2089	2,057.2089	0.0651	0.0000	2,058.8375
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	45.5877	0.0000	45.5877	2.6942	0.0000	112.9416
Water						0.0000	0.0000		0.0000	0.0000	10.0331	29.0833	39.1164	1.0338	0.0250	72.4150
Total	2.8022	2.6289	9.0098	0.0251	2.3826	0.1121	2.4947	0.6391	0.1111	0.7502	63.1541	2,626.7355	2,689.8895	3.8705	0.0360	2,797.3751

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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	2.2727	0.0413	3.5816	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6100e-003	0.0000	6.0076
Energy	0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	496.8132	496.8132	0.0333	0.0104	500.7425
Mobile	0.4205	2.1745	4.4282	0.0195	2.0586	0.0131	2.0717	0.5522	0.0122	0.5644	0.0000	1,800.5725	1,800.5725	0.0586	0.0000	1,802.0386
Stationary	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Waste						0.0000	0.0000		0.0000	0.0000	11.3969	0.0000	11.3969	0.6735	0.0000	28.2354
Water						0.0000	0.0000		0.0000	0.0000	8.0265	25.1029	33.1294	0.8272	0.0201	59.7863
Total	2.7398	2.4876	8.1556	0.0211	2.0586	0.0532	2.1118	0.5522	0.0523	0.6045	19.4234	2,338.5614	2,357.9848	1.5998	0.0304	2,407.0514

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.23	5.37	9.48	15.84	13.60	52.52	15.35	13.60	52.91	19.42	69.24	10.97	12.34	58.67	15.40	13.95

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2027	7/2/2027	6	53	
2	Site Preparation	Site Preparation	7/5/2027	8/3/2027	6	26	
3	Rough Grading	Grading	7/5/2027	8/17/2027	6	38	
4	Fine Grading	Grading	8/2/2027	9/16/2027	6	40	
5	Building Construction	Building Construction	8/2/2027	5/31/2030	6	887	
6	Paving	Paving	6/3/2030	6/22/2030	6	18	
7	Architectural Coating	Architectural Coating	6/3/2030	6/22/2030	6	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.3

Residential Indoor: 942,757; Residential Outdoor: 314,252; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 6,369 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Rough Grading	Excavators	1	8.00	158	0.38
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Fine Grading	Excavators	1	8.00	158	0.38
Fine Grading	Graders	1	8.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	8.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	541.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	2,063.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	433.00	85.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	87.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0585	0.0000	0.0585	8.8600e-003	0.0000	8.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0555	0.5087	0.5146	1.0300e-003		0.0226	0.0226		0.0210	0.0210	0.0000	90.0938	90.0938	0.0252	0.0000	90.7227
Total	0.0555	0.5087	0.5146	1.0300e-003	0.0585	0.0226	0.0811	8.8600e-003	0.0210	0.0299	0.0000	90.0938	90.0938	0.0252	0.0000	90.7227

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3.2 Demolition - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3200e-003	0.0412	0.0141	1.9000e-004	4.5700e-003	8.0000e-005	4.6500e-003	1.2600e-003	7.0000e-005	1.3300e-003	0.0000	18.8822	18.8822	9.0000e-004	0.0000	18.9048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.7000e-004	5.6400e-003	2.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.1087	2.1087	3.0000e-005	0.0000	2.1095
Total	2.1700e-003	0.0416	0.0197	2.1000e-004	7.7100e-003	1.0000e-004	7.8100e-003	2.1000e-003	9.0000e-005	2.1800e-003	0.0000	20.9909	20.9909	9.3000e-004	0.0000	21.0143

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					0.0263	0.0000	0.0263	3.9900e-003	0.0000	3.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0334	0.8656	0.6539	1.0300e-003		0.0242	0.0242		0.0242	0.0242	0.0000	90.0937	90.0937	0.0252	0.0000	90.7226
Total	0.0334	0.8656	0.6539	1.0300e-003	0.0263	0.0242	0.0506	3.9900e-003	0.0242	0.0282	0.0000	90.0937	90.0937	0.0252	0.0000	90.7226

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3.2 Demolition - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3200e-003	0.0412	0.0141	1.9000e-004	4.5700e-003	8.0000e-005	4.6500e-003	1.2600e-003	7.0000e-005	1.3300e-003	0.0000	18.8822	18.8822	9.0000e-004	0.0000	18.9048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.7000e-004	5.6400e-003	2.0000e-005	3.1400e-003	2.0000e-005	3.1600e-003	8.4000e-004	2.0000e-005	8.5000e-004	0.0000	2.1087	2.1087	3.0000e-005	0.0000	2.1095
Total	2.1700e-003	0.0416	0.0197	2.1000e-004	7.7100e-003	1.0000e-004	7.8100e-003	2.1000e-003	9.0000e-005	2.1800e-003	0.0000	20.9909	20.9909	9.3000e-004	0.0000	21.0143

3.3 Site Preparation - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2349	0.0000	0.2349	0.1291	0.0000	0.1291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0322	0.3280	0.2329	5.0000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	43.5071	43.5071	0.0141	0.0000	43.8589
Total	0.0322	0.3280	0.2329	5.0000e-004	0.2349	0.0141	0.2490	0.1291	0.0130	0.1421	0.0000	43.5071	43.5071	0.0141	0.0000	43.8589

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3.3 Site Preparation - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	2.8000e-004	3.3200e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2413	1.2413	2.0000e-005	0.0000	1.2418
Total	5.0000e-004	2.8000e-004	3.3200e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2413	1.2413	2.0000e-005	0.0000	1.2418

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					0.1057	0.0000	0.1057	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0157	0.4384	0.2985	5.0000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	43.5070	43.5070	0.0141	0.0000	43.8588
Total	0.0157	0.4384	0.2985	5.0000e-004	0.1057	0.0123	0.1180	0.0581	0.0123	0.0704	0.0000	43.5070	43.5070	0.0141	0.0000	43.8588

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3.3 Site Preparation - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	2.8000e-004	3.3200e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2413	1.2413	2.0000e-005	0.0000	1.2418
Total	5.0000e-004	2.8000e-004	3.3200e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2413	1.2413	2.0000e-005	0.0000	1.2418

3.4 Rough Grading - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1254	0.0000	0.1254	0.0641	0.0000	0.0641	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0289	0.2910	0.2763	5.6000e-004		0.0119	0.0119		0.0109	0.0109	0.0000	49.5327	49.5327	0.0160	0.0000	49.9331
Total	0.0289	0.2910	0.2763	5.6000e-004	0.1254	0.0119	0.1373	0.0641	0.0109	0.0750	0.0000	49.5327	49.5327	0.0160	0.0000	49.9331

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3.4 Rough Grading - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0200e-003	0.1570	0.0536	7.4000e-004	0.0174	2.9000e-004	0.0177	4.7900e-003	2.7000e-004	5.0700e-003	0.0000	72.0037	72.0037	3.4500e-003	0.0000	72.0898
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	6.1000e-004	3.4000e-004	4.0500e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2600e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.5119	1.5119	2.0000e-005	0.0000	1.5125
Total	5.6300e-003	0.1573	0.0576	7.6000e-004	0.0197	3.0000e-004	0.0200	5.3900e-003	2.8000e-004	5.6800e-003	0.0000	73.5155	73.5155	3.4700e-003	0.0000	73.6023

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					0.0564	0.0000	0.0564	0.0289	0.0000	0.0289	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0192	0.4993	0.3608	5.6000e-004		0.0147	0.0147		0.0147	0.0147	0.0000	49.5326	49.5326	0.0160	0.0000	49.9331
Total	0.0192	0.4993	0.3608	5.6000e-004	0.0564	0.0147	0.0711	0.0289	0.0147	0.0435	0.0000	49.5326	49.5326	0.0160	0.0000	49.9331

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3.4 Rough Grading - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0200e-003	0.1570	0.0536	7.4000e-004	0.0174	2.9000e-004	0.0177	4.7900e-003	2.7000e-004	5.0700e-003	0.0000	72.0037	72.0037	3.4500e-003	0.0000	72.0898
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	6.1000e-004	3.4000e-004	4.0500e-003	2.0000e-005	2.2500e-003	1.0000e-005	2.2600e-003	6.0000e-004	1.0000e-005	6.1000e-004	0.0000	1.5119	1.5119	2.0000e-005	0.0000	1.5125
Total	5.6300e-003	0.1573	0.0576	7.6000e-004	0.0197	3.0000e-004	0.0200	5.3900e-003	2.8000e-004	5.6800e-003	0.0000	73.5155	73.5155	3.4700e-003	0.0000	73.6023

3.5 Fine Grading - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1311	0.0000	0.1311	0.0674	0.0000	0.0674	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0305	0.3063	0.2908	5.9000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	52.1396	52.1396	0.0169	0.0000	52.5612
Total	0.0305	0.3063	0.2908	5.9000e-004	0.1311	0.0125	0.1435	0.0674	0.0115	0.0788	0.0000	52.1396	52.1396	0.0169	0.0000	52.5612

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3.5 Fine Grading - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.5000e-004	4.2600e-003	2.0000e-005	2.3700e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.5915	1.5915	2.0000e-005	0.0000	1.5921
Total	6.4000e-004	3.5000e-004	4.2600e-003	2.0000e-005	2.3700e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.5915	1.5915	2.0000e-005	0.0000	1.5921

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					0.0590	0.0000	0.0590	0.0303	0.0000	0.0303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0202	0.5256	0.3798	5.9000e-004		0.0155	0.0155		0.0155	0.0155	0.0000	52.1396	52.1396	0.0169	0.0000	52.5611
Total	0.0202	0.5256	0.3798	5.9000e-004	0.0590	0.0155	0.0744	0.0303	0.0155	0.0458	0.0000	52.1396	52.1396	0.0169	0.0000	52.5611

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3.5 Fine Grading - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.5000e-004	4.2600e-003	2.0000e-005	2.3700e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.5915	1.5915	2.0000e-005	0.0000	1.5921
Total	6.4000e-004	3.5000e-004	4.2600e-003	2.0000e-005	2.3700e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.5915	1.5915	2.0000e-005	0.0000	1.5921

3.6 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0896	0.8168	1.0536	1.7700e-003		0.0346	0.0346		0.0325	0.0325	0.0000	151.9072	151.9072	0.0357	0.0000	152.8000
Total	0.0896	0.8168	1.0536	1.7700e-003		0.0346	0.0346		0.0325	0.0325	0.0000	151.9072	151.9072	0.0357	0.0000	152.8000

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3.6 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0111	0.4051	0.1096	1.4100e-003	0.0365	4.5000e-004	0.0370	0.0106	4.3000e-004	0.0110	0.0000	135.5413	135.5413	5.3600e-003	0.0000	135.6753
Worker	0.0609	0.0334	0.4027	1.6600e-003	0.2241	1.2500e-003	0.2254	0.0596	1.1500e-003	0.0608	0.0000	150.4528	150.4528	2.3200e-003	0.0000	150.5108
Total	0.0720	0.4385	0.5124	3.0700e-003	0.2606	1.7000e-003	0.2623	0.0702	1.5800e-003	0.0718	0.0000	285.9941	285.9941	7.6800e-003	0.0000	286.1861

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	0.0708	1.5428	1.1707	1.7700e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.9071	151.9071	0.0357	0.0000	152.7998
Total	0.0708	1.5428	1.1707	1.7700e-003		0.0592	0.0592		0.0592	0.0592	0.0000	151.9071	151.9071	0.0357	0.0000	152.7998

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3.6 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0111	0.4051	0.1096	1.4100e-003	0.0365	4.5000e-004	0.0370	0.0106	4.3000e-004	0.0110	0.0000	135.5413	135.5413	5.3600e-003	0.0000	135.6753
Worker	0.0609	0.0334	0.4027	1.6600e-003	0.2241	1.2500e-003	0.2254	0.0596	1.1500e-003	0.0608	0.0000	150.4528	150.4528	2.3200e-003	0.0000	150.5108
Total	0.0720	0.4385	0.5124	3.0700e-003	0.2606	1.7000e-003	0.2623	0.0702	1.5800e-003	0.0718	0.0000	285.9941	285.9941	7.6800e-003	0.0000	286.1861

3.6 Building Construction - 2028

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	0.2140	1.9515	2.5173	4.2200e-003		0.0826	0.0826		0.0777	0.0777	0.0000	362.9539	362.9539	0.0853	0.0000	365.0869
Total	0.2140	1.9515	2.5173	4.2200e-003		0.0826	0.0826		0.0777	0.0777	0.0000	362.9539	362.9539	0.0853	0.0000	365.0869

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3.6 Building Construction - 2028

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	0.0260	0.9584	0.2582	3.3400e-003	0.0873	1.0600e-003	0.0883	0.0252	1.0100e-003	0.0263	0.0000	322.3298	322.3298	0.0126	0.0000	322.6450
Worker	0.1375	0.0735	0.9044	3.8500e-003	0.5355	2.7700e-003	0.5382	0.1425	2.5500e-003	0.1450	0.0000	348.3747	348.3747	5.0900e-003	0.0000	348.5019
Total	0.1635	1.0319	1.1627	7.1900e-003	0.6227	3.8300e-003	0.6265	0.1677	3.5600e-003	0.1713	0.0000	670.7045	670.7045	0.0177	0.0000	671.1469

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	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.9535	362.9535	0.0853	0.0000	365.0865
Total	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.9535	362.9535	0.0853	0.0000	365.0865

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3.6 Building Construction - 2028

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	0.0260	0.9584	0.2582	3.3400e-003	0.0873	1.0600e-003	0.0883	0.0252	1.0100e-003	0.0263	0.0000	322.3298	322.3298	0.0126	0.0000	322.6450
Worker	0.1375	0.0735	0.9044	3.8500e-003	0.5355	2.7700e-003	0.5382	0.1425	2.5500e-003	0.1450	0.0000	348.3747	348.3747	5.0900e-003	0.0000	348.5019
Total	0.1635	1.0319	1.1627	7.1900e-003	0.6227	3.8300e-003	0.6265	0.1677	3.5600e-003	0.1713	0.0000	670.7045	670.7045	0.0177	0.0000	671.1469

3.6 Building Construction - 2029

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	0.2140	1.9515	2.5173	4.2200e-003		0.0826	0.0826		0.0777	0.0777	0.0000	362.9539	362.9539	0.0853	0.0000	365.0869
Total	0.2140	1.9515	2.5173	4.2200e-003		0.0826	0.0826		0.0777	0.0777	0.0000	362.9539	362.9539	0.0853	0.0000	365.0869

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3.6 Building Construction - 2029

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	0.0255	0.9468	0.2539	3.3200e-003	0.0873	1.0400e-003	0.0883	0.0252	9.9000e-004	0.0262	0.0000	320.6214	320.6214	0.0125	0.0000	320.9329
Worker	0.1290	0.0678	0.8500	3.7400e-003	0.5355	2.5800e-003	0.5380	0.1425	2.3700e-003	0.1448	0.0000	338.6023	338.6023	4.6700e-003	0.0000	338.7189
Total	0.1545	1.0146	1.1039	7.0600e-003	0.6227	3.6200e-003	0.6263	0.1677	3.3600e-003	0.1711	0.0000	659.2237	659.2237	0.0171	0.0000	659.6518

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	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.9535	362.9535	0.0853	0.0000	365.0865
Total	0.1692	3.6863	2.7972	4.2200e-003		0.1414	0.1414		0.1414	0.1414	0.0000	362.9535	362.9535	0.0853	0.0000	365.0865

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3.6 Building Construction - 2029

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	0.0255	0.9468	0.2539	3.3200e-003	0.0873	1.0400e-003	0.0883	0.0252	9.9000e-004	0.0262	0.0000	320.6214	320.6214	0.0125	0.0000	320.9329
Worker	0.1290	0.0678	0.8500	3.7400e-003	0.5355	2.5800e-003	0.5380	0.1425	2.3700e-003	0.1448	0.0000	338.6023	338.6023	4.6700e-003	0.0000	338.7189
Total	0.1545	1.0146	1.1039	7.0600e-003	0.6227	3.6200e-003	0.6263	0.1677	3.3600e-003	0.1711	0.0000	659.2237	659.2237	0.0171	0.0000	659.6518

3.6 Building Construction - 2030

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	0.0851	0.5158	1.0502	2.0100e-003		9.6300e-003	9.6300e-003		9.6300e-003	9.6300e-003	0.0000	170.8597	170.8597	6.8500e-003	0.0000	171.0310
Total	0.0851	0.5158	1.0502	2.0100e-003		9.6300e-003	9.6300e-003		9.6300e-003	9.6300e-003	0.0000	170.8597	170.8597	6.8500e-003	0.0000	171.0310

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3.6 Building Construction - 2030

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	0.0104	0.3896	0.1043	1.3700e-003	0.0362	4.2000e-004	0.0367	0.0105	4.0000e-004	0.0109	0.0000	132.6210	132.6210	5.1200e-003	0.0000	132.7489
Worker	0.0501	0.0260	0.3327	1.5100e-003	0.2224	1.0000e-003	0.2234	0.0592	9.2000e-004	0.0601	0.0000	137.0731	137.0731	1.7800e-003	0.0000	137.1176
Total	0.0606	0.4156	0.4369	2.8800e-003	0.2586	1.4200e-003	0.2601	0.0696	1.3200e-003	0.0710	0.0000	269.6941	269.6941	6.9000e-003	0.0000	269.8665

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	0.0703	1.5310	1.1618	2.0100e-003		0.0587	0.0587		0.0587	0.0587	0.0000	170.8595	170.8595	6.8500e-003	0.0000	171.0308
Total	0.0703	1.5310	1.1618	2.0100e-003		0.0587	0.0587		0.0587	0.0587	0.0000	170.8595	170.8595	6.8500e-003	0.0000	171.0308

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3.6 Building Construction - 2030

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	0.0104	0.3896	0.1043	1.3700e-003	0.0362	4.2000e-004	0.0367	0.0105	4.0000e-004	0.0109	0.0000	132.6210	132.6210	5.1200e-003	0.0000	132.7489
Worker	0.0501	0.0260	0.3327	1.5100e-003	0.2224	1.0000e-003	0.2234	0.0592	9.2000e-004	0.0601	0.0000	137.0731	137.0731	1.7800e-003	0.0000	137.1176
Total	0.0606	0.4156	0.4369	2.8800e-003	0.2586	1.4200e-003	0.2601	0.0696	1.3200e-003	0.0710	0.0000	269.6941	269.6941	6.9000e-003	0.0000	269.8665

3.7 Paving - 2030

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	0.0104	0.0561	0.1178	2.1000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	17.5888	17.5888	8.4000e-004	0.0000	17.6099
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0104	0.0561	0.1178	2.1000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	17.5888	17.5888	8.4000e-004	0.0000	17.6099

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3.7 Paving - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.7000e-004	2.1300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	0.8766	0.8766	1.0000e-005	0.0000	0.8769
Total	3.2000e-004	1.7000e-004	2.1300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	0.8766	0.8766	1.0000e-005	0.0000	0.8769

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	6.7700e-003	0.1448	0.1218	2.1000e-004		5.0400e-003	5.0400e-003		5.0400e-003	5.0400e-003	0.0000	17.5888	17.5888	8.4000e-004	0.0000	17.6099
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7700e-003	0.1448	0.1218	2.1000e-004		5.0400e-003	5.0400e-003		5.0400e-003	5.0400e-003	0.0000	17.5888	17.5888	8.4000e-004	0.0000	17.6099

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3.7 Paving - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.7000e-004	2.1300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	0.8766	0.8766	1.0000e-005	0.0000	0.8769
Total	3.2000e-004	1.7000e-004	2.1300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	0.8766	0.8766	1.0000e-005	0.0000	0.8769

3.8 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1800e-003	7.7100e-003	0.0162	3.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.2979	2.2979	9.0000e-005	0.0000	2.3003
Total	3.3115	7.7100e-003	0.0162	3.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.2979	2.2979	9.0000e-005	0.0000	2.3003

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3.8 Architectural Coating - 2030

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	1.3900e-003	7.2000e-004	9.2600e-003	4.0000e-005	6.1900e-003	3.0000e-005	6.2100e-003	1.6500e-003	3.0000e-005	1.6700e-003	0.0000	3.8134	3.8134	5.0000e-005	0.0000	3.8146
Total	1.3900e-003	7.2000e-004	9.2600e-003	4.0000e-005	6.1900e-003	3.0000e-005	6.2100e-003	1.6500e-003	3.0000e-005	1.6700e-003	0.0000	3.8134	3.8134	5.0000e-005	0.0000	3.8146

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0300e-003	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	9.0000e-005	0.0000	2.3003
Total	3.3114	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	9.0000e-005	0.0000	2.3003

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3.8 Architectural Coating - 2030

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	1.3900e-003	7.2000e-004	9.2600e-003	4.0000e-005	6.1900e-003	3.0000e-005	6.2100e-003	1.6500e-003	3.0000e-005	1.6700e-003	0.0000	3.8134	3.8134	5.0000e-005	0.0000	3.8146
Total	1.3900e-003	7.2000e-004	9.2600e-003	4.0000e-005	6.1900e-003	3.0000e-005	6.2100e-003	1.6500e-003	3.0000e-005	1.6700e-003	0.0000	3.8134	3.8134	5.0000e-005	0.0000	3.8146

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

Unbundle Parking Cost

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4205	2.1745	4.4282	0.0195	2.0586	0.0131	2.0717	0.5522	0.0122	0.5644	0.0000	1,800.5725	1,800.5725	0.0586	0.0000	1,802.0386
Unmitigated	0.4436	2.2987	4.9327	0.0223	2.3826	0.0148	2.3974	0.6391	0.0138	0.6529	0.0000	2,057.2089	2,057.2089	0.0651	0.0000	2,058.8375

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,773.89	2,773.89	2773.89	6,406,597	5,535,346
City Park	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,773.89	2,773.89	2,773.89	6,406,597	5,535,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676
City Park	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676
Condo/Townhouse	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676
Strip Mall	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676
Unenclosed Parking with Elevator	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	253.1795	253.1795	0.0286	5.9200e-003	255.6610
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	267.4779	267.4779	0.0303	6.2600e-003	270.0995
NaturalGas Mitigated	0.0246	0.2104	0.0897	1.3400e-003			0.0170	0.0170		0.0170	0.0000	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815
NaturalGas Unmitigated	0.0260	0.2219	0.0946	1.4200e-003			0.0179	0.0179		0.0179	0.0000	256.8926	256.8926	4.9200e-003	4.7100e-003	258.4192

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.85012e+006	0.0208	0.1774	0.0755	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	205.4571	205.4571	3.9400e-003	3.7700e-003	206.6780
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	954206	5.1500e-003	0.0440	0.0187	2.8000e-004		3.5500e-003	3.5500e-003		3.5500e-003	3.5500e-003	0.0000	50.9201	50.9201	9.8000e-004	9.3000e-004	51.2227
Strip Mall	9660	5.0000e-005	4.7000e-004	4.0000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5155	0.5155	1.0000e-005	1.0000e-005	0.5186
Unenclosed 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
Total		0.0260	0.2219	0.0946	1.4100e-003		0.0179	0.0179		0.0179	0.0179	0.0000	256.8926	256.8926	4.9300e-003	4.7100e-003	258.4192

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.66134e+006	0.0197	0.1687	0.0718	1.0800e-003		0.0136	0.0136		0.0136	0.0136	0.0000	195.3829	195.3829	3.7400e-003	3.5800e-003	196.5439
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	895100	4.8300e-003	0.0412	0.0176	2.6000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	47.7660	47.7660	9.2000e-004	8.8000e-004	48.0498
Strip Mall	9086.7	5.0000e-005	4.5000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4849	0.4849	1.0000e-005	1.0000e-005	0.4878
Unenclosed 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
Total		0.0246	0.2104	0.0897	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	243.6337	243.6337	4.6700e-003	4.4700e-003	245.0815

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.8619e+006	216.5407	0.0245	5.0700e-003	218.6630
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	210026	24.4263	2.7600e-003	5.7000e-004	24.6657
Strip Mall	22008	2.5596	2.9000e-004	6.0000e-005	2.5846
Unenclosed Parking with Elevator	205943	23.9514	2.7100e-003	5.6000e-004	24.1861
Total		267.4779	0.0303	6.2600e-003	270.0995

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.76922e+006	205.7622	0.0233	4.8200e-003	207.7789
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	199693	23.2245	2.6300e-003	5.4000e-004	23.4521
Strip Mall	20653.9	2.4021	2.7000e-004	6.0000e-005	2.4256
Unenclosed Parking with Elevator	187365	21.7908	2.4600e-003	5.1000e-004	22.0044
Total		253.1795	0.0286	5.9300e-003	255.6610

6.0 Area Detail**6.1 Mitigation Measures Area**

No Hearths Installed

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2727	0.0413	3.5816	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6100e-003	0.0000	6.0076
Unmitigated	2.3106	0.0469	3.9265	1.3100e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0408	0.0000	14.4212

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	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0380	5.6300e-003	0.3449	1.1300e-003		0.0563	0.0563		0.0563	0.0563	7.5332	0.0000	7.5332	0.0352	0.0000	8.4136
Landscaping	0.1074	0.0413	3.5816	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6100e-003	0.0000	6.0076
Total	2.3106	0.0469	3.9264	1.3200e-003		0.0762	0.0762		0.0762	0.0762	7.5332	5.8674	13.4007	0.0408	0.0000	14.4212

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8342					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1074	0.0413	3.5816	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6100e-003	0.0000	6.0076
Total	2.2727	0.0413	3.5816	1.9000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	5.8674	5.8674	5.6100e-003	0.0000	6.0076

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

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	33.1294	0.8272	0.0201	59.7863
Unmitigated	39.1164	1.0338	0.0250	72.4150

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	28.7329 / 18.1142	34.5709	0.9391	0.0227	64.8149
City Park	0 / 2.62126	1.0670	1.2000e-004	2.0000e-005	1.0775
Condo/Townhouse	2.73647 / 1.72517	3.2925	0.0894	2.1600e-003	6.1729
Strip Mall	0.155552 / 0.0953385	0.1861	5.0800e-003	1.2000e-004	0.3498
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		39.1164	1.0338	0.0250	72.4150

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	22.9863 / 18.1142	29.1314	0.7515	0.0182	53.3411
City Park	0 / 2.62126	1.0670	1.2000e-004	2.0000e-005	1.0775
Condo/Townhouse	2.18918 / 1.72517	2.7744	0.0716	1.7300e-003	5.0801
Strip Mall	0.124442 / 0.0953385	0.1566	4.0700e-003	1.0000e-004	0.2877
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		33.1294	0.8272	0.0201	59.7863

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3969	0.6735	0.0000	28.2354
Unmitigated	45.5877	2.6942	0.0000	112.9416

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	202.86	41.1788	2.4336	0.0000	102.0186
City Park	0.19	0.0386	2.2800e-003	0.0000	0.0956
Condo/Townhouse	19.32	3.9218	0.2318	0.0000	9.7161
Strip Mall	2.21	0.4486	0.0265	0.0000	1.1114
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		45.5877	2.6942	0.0000	112.9416

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.715	10.2947	0.6084	0.0000	25.5047
City Park	0.0475	9.6400e-003	5.7000e-004	0.0000	0.0239
Condo/Townhouse	4.83	0.9805	0.0579	0.0000	2.4290
Strip Mall	0.5525	0.1122	6.6300e-003	0.0000	0.2779
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		11.3969	0.6735	0.0000	28.2354

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.14	50	268	0.73	Diesel

Boilers

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

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (175 - 300 HP)	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411
Total	0.0220	0.0615	0.0561	1.1000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003	0.0000	10.2054	10.2054	1.4300e-003	0.0000	10.2411

11.0 Vegetation
