Appendix A

Port Master Plan Amendment

San Diego Unified Port District
Port Master Plan Amendment

DRAFT

Stay Open San Diego Hotel Port Master Plan Amendment

Existing/Proposed Plan Text and Plan Graphics

July 2021

*Note: Text to be **deleted** shown ~~stricken~~ and text to be **added** shown underlined.*

HARBOR ISLAND:

PLANNING DISTRICT 2

Precise Plan Concept

Planning District 2 embraces two different activities - the transportation hub of San Diego International Airport (Lindbergh Field) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.

Development of unleased parcels on Harbor Island is expected to be completed with the construction of the hotel on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. Table 8 summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest. A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field

Planning Subareas

Planning District 2 has been divided into nine subareas (Figure 10) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

A public promenade parallels the active ship channel of the bay and insures pedestrian and bicycle coastal access. Landscaped open space on Harbor Drive is retained with the street design of an upgraded and modified "T" inter-section. Utility capacity is expanded to meet increased service needs.

Anchorage A-9, Cruiser Anchorage, is a 9.2 acre anchorage area located south of the United States Coast Guard Air Station near the East Harbor Island Basin. The boundaries of the anchorage are to be delineated with perimeter markers. Landside support for this anchorage is located just east of the Coast Guard Air Station at a small boat landing facility that includes rest rooms, public telephone, parking and a public transit bus stop. For this facility a cruiser is defined as a traveling vessel that is not registered to an address in San Diego County or whose owner/operator is not a resident of San Diego County. The cruiser anchorage is reserved for cruisers that will use vessels ground tackle to anchor for a maximum of 90 days within any 365-day period. Anchorage permits for A-9 may be obtained by application to the office of the Chief of the San Diego Harbor Police. At the District's sole discretion, permits for the cruiser anchorage may be granted to non-cruisers for a maximum period of 72 hours. The permit procedure includes vessel and owner documentation, equipment verification, and is subject to space available and compliance with District regulations. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.

East Basin Industrial

East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic research and development. These sites are recommended for eventual redevelopment into a light, marine related industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.

The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the Embarcadero path. A small half-acre land parcel between General Dynamics and the U.S. Coast Guard Station will be used for Harbor Services in association with the Convair Lagoon sediment remediation and monitoring.

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Present activities include the manufacture and assembly of aircraft components, and employee parking for a turbine plant located in Planning District 3. These aviation-related industrial uses will continue. The employee parking is being given consideration for relocation to the vicinity of Pacific Highway and Palm Street, upon the widening of Laurel Street.

Lindbergh Field

The Lindbergh Field subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminals, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned. In addition, the uses typically included inside the terminals such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted. Approximately 52 acres of former Naval Training Center property west of Lindbergh Field has been transferred to the Port and will be used for parking and future airport expansion.

The Port District is committed to maintaining Lindbergh Field as San Diego's regional airport until an alternative is found. An Airport Development Study was undertaken to provide a long-range development plan for Lindbergh Field in view of the continued increase in air traffic and the increased frequency of congestion in the passenger terminals, terminal roads, auto parking lots and the main access roads linking the airport to the City. As a first step, the District has adopted an Immediate Action Program. The Immediate Program has the following elements: (1) addition of an air terminal concourse, and associated aircraft apron areas; (2) modification of existing parking and airport roadway improvements;(3) modifications to the Harbor Drive interchange at Harbor Island Drive; (4) expansion of the airport fuel farm, and (5) regional access improvements including widening of Laurel Street.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land occupied by the U.S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U.S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

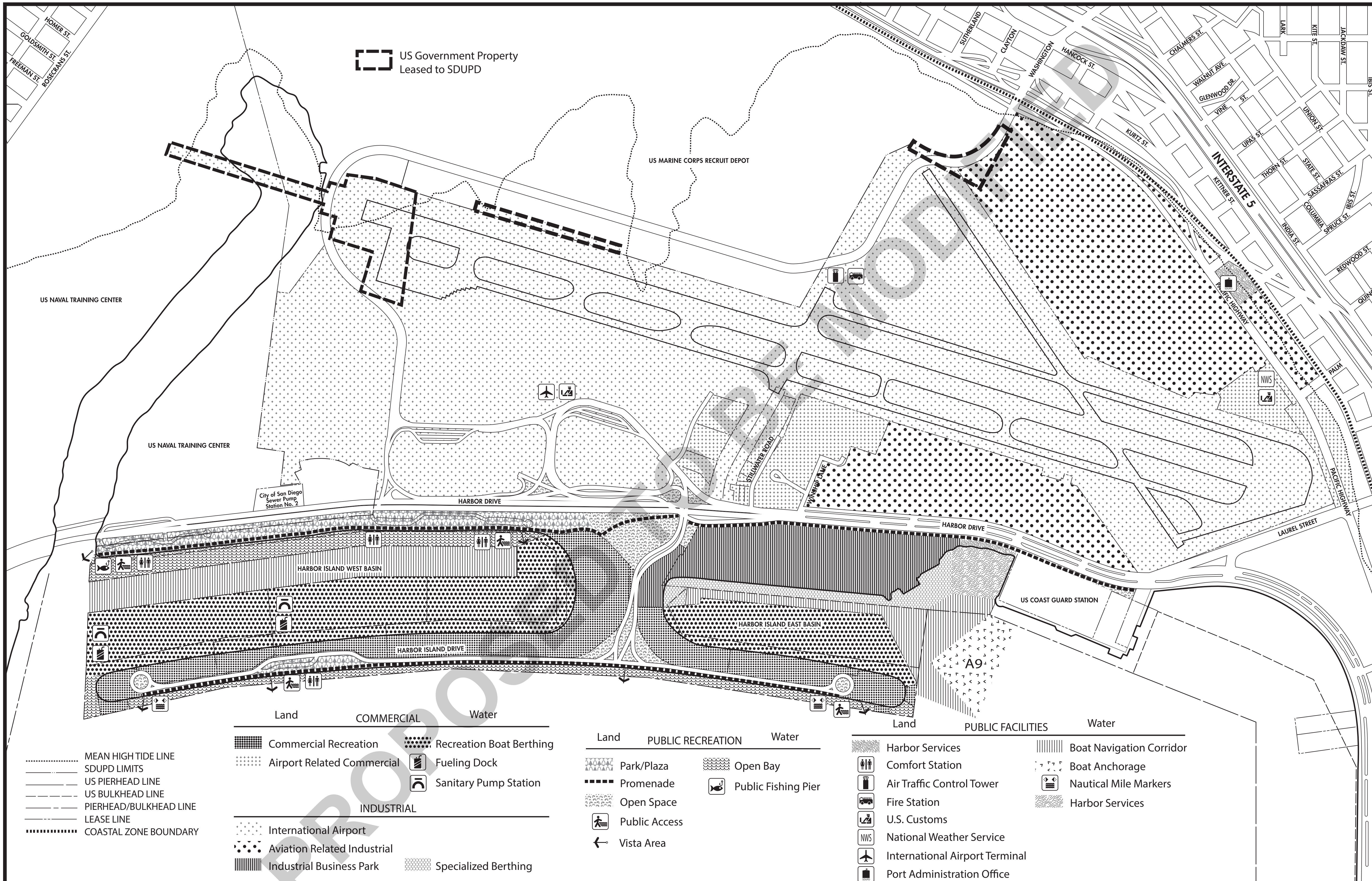
Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include a cluster of uses along Pacific Highway near Laurel Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. ~~The total area now shown in this category is 38.0 acres.~~

The existing Port District Administration Building at Sassafras Street will continue to serve the District.

A lower cost overnight visitor serving hotel is proposed in this subarea to expand lower cost coastal access on District Tidelands. The lower cost overnight visitor serving hotel would be located within a portion of the Port District's Annex building located south of the existing Port District Administration Building. The hotel would include renovation to the southern half of the ground floor of the Port District's Annex building, and construction of a second story. The northern half of the ground floor of the Port District's Annex building would continue to be used for office space related to the Port District.

The hotel would include a restaurant, bar, café, and parking. The hotel and associated uses are proposed to be approximately 31,000 square feet and a maximum of 50 feet in height. Lower cost overnight visitor serving accommodations are proposed for approximately 294 guests within the hotel. The lower cost overnight visitor serving hotel will also include common areas such as a lobby indoor/outdoor bar and café, and a rooftop restaurant and bar, which will be open to the public during business hours. The parking area would be approximately 49,000 square feet and include parking stalls for hotel and restaurant guests and designated parking for shared transportation vehicles. Approximately 11,000 square feet of the parking area would be landscaped with drought-tolerant plant species, shade trees and a storm water treatment basin.



scale approx. 0 200' 400'

Land Use Planning

Planning District 2

HARBOR ISLAND/LINDBERGH FIELD

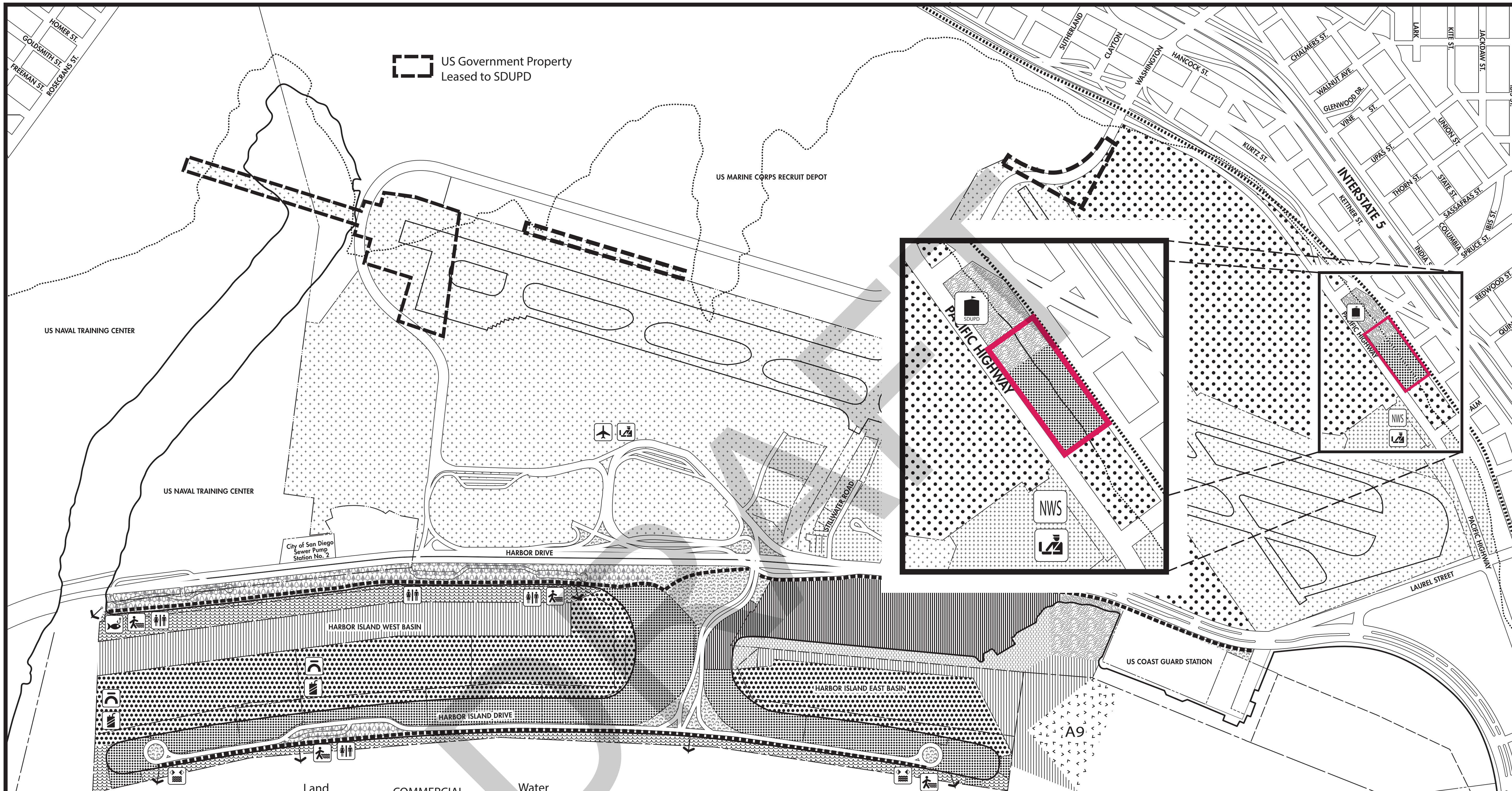
PRECISE PLAN

FIGURE 9

DATE: June 12 2001

DRWN / CHK: T.O. - 10/17/01

FILE TITLE: PPdist2_ntc_pmpa_current_4_02



MEAN HIGH TIDE LINE
SDUPD LIMITS
US PIERHEAD LINE
US BULKHEAD LINE
PIERHEAD/BULKHEAD LINE
LEASE LINE
COASTAL ZONE BOUNDARY

COMMERCIAL (Land / Water)

- Commercial Recreation
- Airport Related Commercial
- Recreation Boat Berthing
- Fueling Dock
- Sanitary Pump Station

INDUSTRIAL

- International Airport
- Aviation Related Industrial
- Industrial Business Park
- Specialized Berthing

PUBLIC RECREATION (Land / Water)

- Park/Plaza
- Promenade
- Open Space
- Public Access
- Vista Area
- Open Bay
- Public Fishing Pier

PUBLIC FACILITIES (Land / Water)

- Harbor Services
- Comfort Station
- Air Traffic Control Tower
- Fire Station
- U.S. Customs
- National Weather Service
- International Airport Terminal
- Port Administration Office
- Boat Navigation Corridor
- Boat Anchorage
- Nautical Mile Markers
- Harbor Services

scale approx. 0 200' 400'

Land Use Planning

Planning District 2
HARBOR ISLAND/LINDBERGH FIELD

PRECISE PLAN

FIGURE 9

DATE: June 12 2001
DRWN / CHK: T.O. - 10/17/01
FILE TITLE: PPdist2_ntc_pmpa_current_4_02

PORT OF SAN DIEGO · UNIFIED PORT DISTRICT

TABLE 8
Precise Plan Land and Water Use Allocation

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND USE	ACRES Existing	ACRES Revised	WATER USE	ACRES	TOTAL ACRES Existing	TOTAL ACRES Revised	%OF T0TAL
COMMERCIAL	90.6		**COMMERCIAL**	105.8	196.4		20%
Airport Related Commercial	~~38.0~~	36.5					
Commercial Recreation	~~52.6~~	54.1	Recreational Boat Berthing	105.8			
INDUSTRIAL	631.8		**INDUSTRIAL**	11.2	643.0		65%
Aviation Related Industrial	130.6						
Industrial Business Park	33.1		Specialized Berthing	11.2			
International Airport	468.1						
PUBLIC RECREATION	26.2		**PUBLIC RECREATION**	45.0	71.2		7%
Open Space	7.5		Open Bay/Water	45.0			
Park	16.4						
Promenade	2.3						
PUBLIC FACILITIES	66.8		**PUBLIC FACILITIES**	18.0	84.8		8%
Harbor Services	1.3		Harbor Services	5.3			
Streets	65.5		Boat Navigation Corridor	12.7			
TOTAL LAND AREA	**815.4**		**TOTAL WATER AREA**	**180.0**			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					**995.4**		**100%**

Note: Does not include:

Leased Federal Land	*22.5 acres*
State Submerged Tidelands	*41.3 acres*
Leased Uplands	*4.1 acres*

Project List

A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

	SUBAREA ↓	DEVELOPER ↓	APPEALABLE ↓	FISCAL YEAR
1. HOTEL COMPLEX: up to 500 rooms, restaurant, cocktail lounge, meeting and conference space; parking; landscape	23	T	Y	1993-94
2. PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping	29	P	N	1993-95
3. AIRPORT ACCESS ROAD: Construct	27	P	Y	1995-96
4. FUEL FACILITY: Expansion to north side of airport	25	P	N	1992-93
5. ACCESS ROADS: Revise airport internal road system	26	P	N	1993-94
6. LAUREL STREET: Widen between Harbor Drive and Pacific Highway	27	P	Y	1994-95
7. NEW AIRPORT TERMINAL: Construct facility; apron; taxiway	26	P	N	1993-95
8. ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9	23	P	Y	1995-96
9. CONVAIR LAGOON: Sediment remediation	24	T	N	1996-97
10. INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain	26	P	N	2001-03
11. LOWER COST HOTEL: lower cost overnight accommodations hotel for approximately 294 guests, with rooftop restaurant, lobby bar and café, parking, and landscaping.	29	T	Y	2023-2024

P- Port District N- No
T- Tenant Y- Yes

Appendix B

Air Quality, Greenhouse Gas, and Energy Supporting Documentation

Stay Open SD

Project Schedule

Summary

Phase	Dates	Work Days
Demolition	6/3 to 8/9/2021	48
Grading	7/6 to 7/19/2021	10
(Site Preparation)	7/20 to 9/13/2021	40
Building Construction	9/14/21 to 6/15/2022	197
Arch Coating	2/9 to 5/31/2022	23
Paving	5/5 to 5/11/2022	5

CALEEMOD PHASE	DATES	WORKDAYS	#	SUBPHASE TASK NAME	Duration (54 wks x 5 days) 270 days	Start Thu 6/3/21 Thu 6/3/21	Finish Wed 6/15/22 Wed 6/15/22	WORKERS/VEHICLES	EQUIPMENT
Demolition	6/3/2021 - 8/9/2021	48	3	Hard Demo/ IT Space	48 days	Thu 6/3/21	Mon 8/9/21	10/10	1 concrete saw (81 hp), 3 excavators (158 hp), 2 dozers (247 hp)
			4	Site Demo	20 days	Tue 6/8/21	Mon 7/5/21		
Grading	7/6/2021 - 7/19/2021	10	5	Grading	10 days	Tue 7/6/21	Mon 7/19/21	5/5	4 Haul Trucks, 1 excavator (158 hp), 1 scraper (367 hp), 1 grader (187 hp), 3 BobCat loaders (97 hp), 1 dozer (247 hp),
				Building Construction					
Building Construction (Site Preparation)	7/20/2021 - 9/13/2021	40	6	Underground	22 days	Tue 7/20/21	Wed 8/18/21	5/5	4 BobCat loaders (97 hp), 3 dozers (247 hp), 1 micro-pile driver (400hp)
			7	Foundations/Slab	18 days	Thu 8/19/21	Mon 9/13/21		
Building Construction	9/14/2021 - 3/22/2022	136	8	Install Structural Steel	20 days	Tue 9/14/21	Mon 10/11/21	50/50	1 Haul Truck, 1 crane (231 hp), 3 forklifts (89hp), 1 generator set (84hp), 3 BobCat loaders (97hp), 9 welders (450hp)
			9	Wood Rough Carpentry	50 days	Tue 9/14/21	Mon 11/22/21		
			10	Roof Deck	15 days	Tue 9/14/21	Mon 10/4/21		
			11	Duct Work	20 days	Tue 9/21/21	Mon 10/18/21		
			12	Overhead Plumbing	20 days	Tue 9/21/21	Mon 10/18/21		
			13	Overhead Fire	15 days	Tue 9/21/21	Mon 10/11/21		
			14	Stud Framing (walls)	30 days	Tue 10/12/21	Mon 11/22/21		
			15	Electrical Rough In	30 days	Thu 10/14/21	Wed 11/24/21		
			16	Plumbing Rough In	15 days	Tue 10/19/21	Mon 11/8/21		
			17	Ceiling Framing at	20 days	Wed 10/27/21	Tue 11/23/21		
			18	Hang Drwall-1st side	15 days	Mon 11/15/21	Fri 12/3/21		
			19	Insulation-Interior Walls	7 days	Mon 12/6/21	Tue 12/14/21		
			20	Hang Drywall-2nd Side	15 days	Wed 12/15/21	Tue 1/4/22		
			21	Install Lights in Drywall	10 days	Wed 1/5/22	Tue 1/18/22		
			22	Hang Drywall Soffits	10 days	Wed 1/19/22	Tue 2/1/22		
			23	Tape and Finish Drywall	30 days	Wed 2/2/22	Tue 3/15/22		
			24	T-Bar Grid	5 days	Wed 3/16/22	Tue 3/22/22		
			25	Exterior Plaster	40 days	Wed 12/15/21	Tue 2/8/22		
			26	Glass and Glazing	45 days	Fri 11/19/21	Thu 1/20/22		
Building Construction	3/23/2022 - 6/15/2022	61	28	Restroom Wall Tile	10 days	Wed 3/30/22	Tue 4/12/22		
			30	Install Light Fixtures- T-	3 days	Wed 3/23/22	Fri 3/25/22		
			31	Install Ceiling Tiles	3 days	Mon 3/28/22	Wed 3/30/22		
			32	Floor Tile	20 days	Wed 3/30/22	Tue 4/26/22		
			33	Carpet	20 days	Wed 3/30/22	Tue 4/26/22		
			34	Millwork	20 days	Wed 4/27/22	Tue 5/24/22		
			36	Final Clean	3 days	Wed 6/1/22	Fri 6/3/22		
			37	Punch List Work	5 days	Mon 6/6/22	Fri 6/10/22		
			38	TCO/Owner Move	3 days	Mon 6/13/22	Wed 6/15/22		
				Site Construction	**52 days**	**Tue 3/1/22**	**Wed 5/11/22**		
			40	Curb Cuts	10 days	Tue 3/1/22	Mon 3/14/22		
			41	Curbs and Gutters	10 days	Tue 3/15/22	Mon 3/28/22		
			42	Sleeving and Mainline	3 days	Tue 3/29/22	Thu 3/31/22		
			43	Finegrade and Backfill	3 days	Fri 4/1/22	Tue 4/5/22		
			44	Install Site Signs	2 days	Wed 4/6/22	Thu 4/7/22		
			45	Landscape and	15 days	Fri 4/8/22	Thu 4/28/22		
			46	Concrete	4 days	Fri 4/29/22	Wed 5/4/22		
Architectural Coating	2/9/2022- 2/18/2022; 3/16/2022 -	23	27	Prime and 1st Coat of	10 days	Wed 3/16/22	Tue 3/29/22	10/10	1 crane (231hp), 1 air compressor (78hp)
			29	Paint (Exterior)	8 days	Wed 2/9/22	Fri 2/18/22		
			35	Last Coat of Paint	5 days	Wed 5/25/22	Tue 5/31/22		
Paving	5/5/2022 - 5/11/2022	5	47	Asphalt Paving	3 days	Thu 5/5/22	Mon 5/9/22	4/4	2 Haul Trucks, 2 pavers (130hp), 2 paving equipment (132hp), 2 rollers (80hp)
			48	Striping	2 days	Tue 5/10/22	Wed 5/11/22		

*This schedule does not account for rain days or dry out days.

Stay Open SD Hotel

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	49.00	1000sqft	1.12	49,000.00	0
High Turnover (Sit Down Restaurant)	10.07	1000sqft	0.23	10,073.00	490
Motel	130.00	Room	5.85	20,927.00	294

1.2 Other Project Characteristics

Urbanization Urban

Wind Speed (m/s) 2.6

Precipitation Freq (Days) 40

Climate Zone 13

Operational Year 2025

Utility Company San Diego Gas & Electric

CO2 Intensity (lb/MWhr) 415.52

CH4 Intensity (lb/MWhr) 0.029

N2O Intensity (lb/MWhr) 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction Period: 6/2023 - 8/2024; Operational Year: 2025.
CO2 Intensity Factor adjusted based on 2009 Power Content Label (RPS) SDGE: 10% (existing), 2025 RE of 48.1%, 2030 RE of 60%, and 2045 RE of 100%.

Land Use - Assumptions: 1 Family Size room = 1 Motel room; 2 PODs = 1 Motel room.
17 Family Size rooms x 4 guests = 68 guests, equivalent of 17 Motel rooms. 226 PODs x 1 guest = 226 guests, equivalent of 113 Motel rooms.
Total of 130 Motel rooms and 294 guests for modeling purposes.

Architectural Coating - SDAPCD Rule 67.0.1, effective January 1, 2022
Parking lot striping based on 6% of parking lot area (2,940).

Construction Phase - Exact durations of construction phases.

Vehicle Trips - Chen Ryan Traffic Study: PODs: 226 ADT; Family Rooms: 153 ADT; Restaurant: 456 ADT. Total = 835 ADT.
379 ADT/130 rooms = 2.915 trips/room/day. 456 ADT/10,073 sq ft = 45.27 ADT/1000 sq ft/day.
Motel: 379 ADT x 7.6 Miles = 2880.4 daily VMT; Restaurant: 456 ADT x 4.7 miles = 2143.2 daily VMT
Total Daily VMT = 5023.6 VMT

Energy Use - Title 24 energy efficiency improvement of 2019 code above 2016 is 10.74% Electricity and 0.98% Natural Gas for commercial bldgs, per CEC
https://web.archive.org/web/20190601203553/https://www.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf

Area Coating - SDAPCD Rule 67.0.1, effective January 1, 2022

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	6.00
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tblFleetMix	LDA	0.61	0.60

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tblFleetMix	UBUS	1.8230e-003	0.00
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	15.00	4.50
tblLandUse	LandUseSquareFeet	10,070.00	10,073.00
tblLandUse	LandUseSquareFeet	254,826.00	20,927.00
tblLandUse	Population	0.00	490.00
tblLandUse	Population	0.00	294.00
tblOffRoadEquipment	HorsePower	46.00	450.00
tblOffRoadEquipment	HorsePower	172.00	400.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	9.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	720.49	415.52
tblSolidWaste	SolidWasteGenerationRate	119.83	23.80
tblTripsAndVMT	HaulingTripNumber	83.00	47.00
tblTripsAndVMT	VendorTripNumber	13.00	5.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	34.00	100.00

tblTripsAndVMT	WorkerTripNumber	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblVehicleEF	HHD	0.55	0.59
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.66	1.74
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.30	3.37
tblVehicleEF	HHD	4,383.75	4,504.81
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.26	15.07
tblVehicleEF	HHD	1.84	1.98
tblVehicleEF	HHD	19.48	19.53
tblVehicleEF	HHD	9.1660e-003	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	8.7700e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.41	0.43

tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6000e-004	1.6100e-004
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.49	0.51
tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	0.52	0.56
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	1.21	1.27
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.10	3.17
tblVehicleEF	HHD	4,644.19	4,772.44
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.72	15.55
tblVehicleEF	HHD	1.77	1.91
tblVehicleEF	HHD	19.47	19.51
tblVehicleEF	HHD	7.7280e-003	0.01

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	7.3930e-003	9.6380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.39	0.40
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.5600e-004	1.5800e-004
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.59	0.64
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08

tblVehicleEF	HHD	2.29	2.40
tblVehicleEF	HHD	1.13	1.09
tblVehicleEF	HHD	3.38	3.46
tblVehicleEF	HHD	4,024.09	4,135.22
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	13.63	14.40
tblVehicleEF	HHD	1.83	1.98
tblVehicleEF	HHD	19.49	19.53
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.44	0.46
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6100e-004	1.6200e-004

tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.53	0.56
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	LDA	5.3610e-003	6.1170e-003
tblVehicleEF	LDA	6.3080e-003	7.4160e-003
tblVehicleEF	LDA	0.52	0.58
tblVehicleEF	LDA	1.22	1.39
tblVehicleEF	LDA	227.05	248.05
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.2740e-003	2.4840e-003
tblVehicleEF	LDA	5.2000e-004	5.6600e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	5.7770e-003	6.5890e-003
tblVehicleEF	LDA	5.5090e-003	6.4700e-003
tblVehicleEF	LDA	0.58	0.65
tblVehicleEF	LDA	1.01	1.15
tblVehicleEF	LDA	239.92	262.13
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.4030e-003	2.6260e-003
tblVehicleEF	LDA	5.1600e-004	5.6200e-004
tblVehicleEF	LDA	0.03	0.04

tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	5.2690e-003	6.0150e-003
tblVehicleEF	LDA	6.6340e-003	7.8030e-003
tblVehicleEF	LDA	0.51	0.56
tblVehicleEF	LDA	1.31	1.49
tblVehicleEF	LDA	224.73	245.50
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	2.2500e-003	2.4590e-003
tblVehicleEF	LDA	5.2200e-004	5.6800e-004
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDT1	8.3430e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.97	1.15
tblVehicleEF	LDT1	2.30	2.76
tblVehicleEF	LDT1	296.63	318.80
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	2.9770e-003	3.2010e-003
tblVehicleEF	LDT1	6.9500e-004	7.4400e-004
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.17	0.21
tblVehicleEF	LDT1	8.9210e-003	0.01
tblVehicleEF	LDT1	9.9040e-003	0.01
tblVehicleEF	LDT1	1.08	1.28
tblVehicleEF	LDT1	1.90	2.27
tblVehicleEF	LDT1	312.77	336.12
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.09	0.11
tblVehicleEF	LDT1	0.12	0.15
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	3.1400e-003	3.3760e-003
tblVehicleEF	LDT1	6.8700e-004	7.3600e-004
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.15	0.18
tblVehicleEF	LDT1	8.2200e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.95	1.13
tblVehicleEF	LDT1	2.47	2.97
tblVehicleEF	LDT1	293.71	315.67
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.16	0.20
tblVehicleEF	LDT1	2.9470e-003	3.1700e-003
tblVehicleEF	LDT1	6.9800e-004	7.4800e-004
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.21	0.23

tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT2	4.4500e-003	5.2450e-003
tblVehicleEF	LDT2	4.7830e-003	5.9320e-003
tblVehicleEF	LDT2	0.58	0.65
tblVehicleEF	LDT2	1.12	1.31
tblVehicleEF	LDT2	325.37	352.67
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	3.2570e-003	3.5310e-003
tblVehicleEF	LDT2	7.3100e-004	7.9000e-004
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.07	0.09

tblVehicleEF	LDT2	4.7880e-003	5.6410e-003
tblVehicleEF	LDT2	4.1690e-003	5.1630e-003
tblVehicleEF	LDT2	0.65	0.72
tblVehicleEF	LDT2	0.93	1.09
tblVehicleEF	LDT2	343.42	372.26
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	3.4380e-003	3.7270e-003
tblVehicleEF	LDT2	7.2800e-004	7.8600e-004
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	4.3760e-003	5.1590e-003

tblVehicleEF	LDT2	5.0350e-003	6.2490e-003
tblVehicleEF	LDT2	0.57	0.63
tblVehicleEF	LDT2	1.20	1.41
tblVehicleEF	LDT2	322.11	349.13
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	3.2240e-003	3.4950e-003
tblVehicleEF	LDT2	7.3300e-004	7.9200e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02

tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.91	1.04
tblVehicleEF	LHD1	1.93	2.19
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.24	1.48
tblVehicleEF	LHD1	0.76	0.85
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0000e-004	3.1900e-004

tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.20	0.24
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.92	1.06
tblVehicleEF	LHD1	1.83	2.07
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.19	1.42
tblVehicleEF	LHD1	0.72	0.81
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004

tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.18	0.21
tblVehicleEF	LHD1	6.4300e-003	6.5770e-003
tblVehicleEF	LHD1	2.9800e-004	3.1700e-004
tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.90	1.04
tblVehicleEF	LHD1	1.98	2.25
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.23	1.48

tblVehicleEF	LHD1	0.78	0.87
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0100e-004	3.2000e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.21	0.24
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4490e-003	7.3190e-003

tblVehicleEF	LHD2	5.1260e-003	6.3840e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.98	1.07
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.58	0.80
tblVehicleEF	LHD2	0.38	0.44
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003

tblVehicleEF	LHD2	2.4900e-004	2.5900e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.5040e-003	7.3940e-003
tblVehicleEF	LHD2	4.9370e-003	6.1320e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.93	1.02
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.55	0.77
tblVehicleEF	LHD2	0.36	0.42
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.4800e-004	2.5800e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4250e-003	7.2860e-003
tblVehicleEF	LHD2	5.2110e-003	6.4980e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.55
tblVehicleEF	LHD2	1.00	1.10
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94

tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.57	0.79
tblVehicleEF	LHD2	0.38	0.45
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.5000e-004	2.5900e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.06	0.07

tblVehicleEF	LHD2	0.08	0.10
tblVehicleEF	MCY	0.49	0.49
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.57	20.15
tblVehicleEF	MCY	9.77	9.73
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.15	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.08	2.10
tblVehicleEF	MCY	2.2230e-003	2.2260e-003
tblVehicleEF	MCY	6.6800e-004	6.7500e-004
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.96	2.99
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.26	2.29

tblVehicleEF	MCY	0.48	0.47
tblVehicleEF	MCY	0.13	0.13
tblVehicleEF	MCY	18.67	19.19
tblVehicleEF	MCY	8.79	8.77
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.04	1.04
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.31	2.34
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.2070e-003	2.2080e-003
tblVehicleEF	MCY	6.4400e-004	6.5100e-004
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.88	2.90
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.98	1.99
tblVehicleEF	MCY	0.50	0.49

tblVehicleEF	MCY	0.16	0.16
tblVehicleEF	MCY	20.20	20.81
tblVehicleEF	MCY	10.27	10.22
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	2.42	2.45
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.20	2.23
tblVehicleEF	MCY	2.2340e-003	2.2370e-003
tblVehicleEF	MCY	6.8000e-004	6.8700e-004
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	3.01	3.04
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.40	2.43
tblVehicleEF	MDV	7.1580e-003	8.8620e-003
tblVehicleEF	MDV	0.01	0.01

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tblVehicleEF	MDV	0.79	0.94
tblVehicleEF	MDV	1.90	2.31
tblVehicleEF	MDV	437.69	472.46
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.13	0.17
tblVehicleEF	MDV	4.3780e-003	4.7270e-003
tblVehicleEF	MDV	9.8400e-004	1.0600e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	7.6910e-003	9.5090e-003
tblVehicleEF	MDV	8.7100e-003	0.01
tblVehicleEF	MDV	0.88	1.04

tblVehicleEF	MDV	1.57	1.92
tblVehicleEF	MDV	461.33	498.02
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	4.6150e-003	4.9840e-003
tblVehicleEF	MDV	9.7900e-004	1.0530e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.16
tblVehicleEF	MDV	7.0430e-003	8.7270e-003
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.77	0.92
tblVehicleEF	MDV	2.04	2.49

tblVehicleEF	MDV	433.41	467.83
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.17	0.21
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.14	0.18
tblVehicleEF	MDV	4.3350e-003	4.6810e-003
tblVehicleEF	MDV	9.8700e-004	1.0630e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.97	2.63
tblVehicleEF	MH	5.30	5.98
tblVehicleEF	MH	1,220.37	1,229.84

tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.81	0.88
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.31	0.35
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8400e-004	7.0300e-004
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.04	2.72
tblVehicleEF	MH	4.96	5.59

tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.27	1.42
tblVehicleEF	MH	0.77	0.83
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.7900e-004	6.9700e-004
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.13	0.17
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.95	2.60

tblVehicleEF	MH	5.47	6.17
tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.83	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8700e-004	7.0700e-004
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.35	0.39
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.5130e-003	4.2710e-003

tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.32	0.33
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.42	5.31
tblVehicleEF	MHD	145.26	143.80
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.41	0.42
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.13	11.05
tblVehicleEF	MHD	1.2100e-004	1.5900e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.1600e-004	1.5200e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.3970e-003	1.3830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2600e-004	6.5600e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.29	0.35
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	3.5560e-003	4.3360e-003
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.24	0.24
tblVehicleEF	MHD	0.30	0.35
tblVehicleEF	MHD	4.16	4.99
tblVehicleEF	MHD	153.86	152.31
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.42	0.43
tblVehicleEF	MHD	1.08	1.10
tblVehicleEF	MHD	11.09	11.01
tblVehicleEF	MHD	1.0200e-004	1.3400e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	9.8000e-005	1.2800e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02

tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.25	0.30
tblVehicleEF	MHD	1.4780e-003	1.4640e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2100e-004	6.5100e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.4940e-003	4.2430e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.54	5.46
tblVehicleEF	MHD	133.37	132.03
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.39	0.40
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.14	11.07
tblVehicleEF	MHD	1.4700e-004	1.9400e-004

tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.4100e-004	1.8500e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.2850e-003	1.2720e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2800e-004	6.5900e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.30	0.36
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.5240e-003	9.2660e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	0.50	0.60

tblVehicleEF	OBUS	5.17	5.69
tblVehicleEF	OBUS	98.68	97.15
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.14	2.24
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.32	0.35
tblVehicleEF	OBUS	9.5400e-004	9.3900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7600e-004	7.9000e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	0.35	0.39
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6820e-003	9.4730e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.24	0.24
tblVehicleEF	OBUS	0.51	0.61
tblVehicleEF	OBUS	4.84	5.32
tblVehicleEF	OBUS	103.55	101.91
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.21
tblVehicleEF	OBUS	0.83	0.81
tblVehicleEF	OBUS	2.10	2.19
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	1.6000e-005	1.5000e-005
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	1.0000e-003	9.8400e-004
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	7.7000e-004	7.8300e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.34	0.37
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.4540e-003	9.1750e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.26	0.26
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	5.33	5.86
tblVehicleEF	OBUS	91.97	90.56
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.20	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.16	2.26
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03

tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.33	0.36
tblVehicleEF	OBUS	8.9000e-004	8.7600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9200e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.76	6.51
tblVehicleEF	SBUS	0.79	0.93
tblVehicleEF	SBUS	6.62	7.02
tblVehicleEF	SBUS	1,171.94	1,202.36
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.45	9.97
tblVehicleEF	SBUS	3.36	4.09
tblVehicleEF	SBUS	13.61	14.11
tblVehicleEF	SBUS	7.0190e-003	9.4890e-003

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	6.7150e-003	9.0780e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.80	0.78
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6800e-004	5.5000e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.37	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.06	0.07

tblVehicleEF	SBUS	6.65	6.39
tblVehicleEF	SBUS	0.81	0.95
tblVehicleEF	SBUS	5.18	5.49
tblVehicleEF	SBUS	1,228.28	1,261.22
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
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tblVehicleEF	SBUS	3.24	3.94
tblVehicleEF	SBUS	13.58	14.07
tblVehicleEF	SBUS	5.9170e-003	7.9990e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	5.6610e-003	7.6530e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.80	0.77
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.29	0.31
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.4300e-004	5.2400e-004

tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
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tblVehicleEF	SBUS	1.15	1.11
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tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.32	0.34
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.91	6.68
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tblVehicleEF	SBUS	7.34	7.78
tblVehicleEF	SBUS	1,094.13	1,121.06
tblVehicleEF	SBUS	1,088.36	1,104.05
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tblVehicleEF	SBUS	8.08	9.53
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tblVehicleEF	SBUS	13.63	14.12
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	8.1710e-003	0.01
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004

tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
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tblVehicleEF	SBUS	0.81	0.78
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.36	0.38
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.8000e-004	5.6300e-004
tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.39	0.41
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.84	7.41
tblVehicleEF	UBUS	7.28	7.16
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.86	6.89
tblVehicleEF	UBUS	13.53	13.92
tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11

tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3510e-003	1.2970e-003
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	1.97	2.24
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.71	0.69
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.85	7.43
tblVehicleEF	UBUS	6.21	6.11
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.65	6.64
tblVehicleEF	UBUS	13.47	13.86
tblVehicleEF	UBUS	0.55	0.57

tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.59	0.58
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3320e-003	1.2790e-003
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	1.98	2.24
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.83	7.41
tblVehicleEF	UBUS	7.75	7.63
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.83	6.85
tblVehicleEF	UBUS	13.56	13.94

tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	0.42	0.51
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.68	0.66
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3590e-003	1.3050e-003
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	1.97	2.23
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.74	0.72
tblVehicleTrips	CC_TL	7.30	4.70
tblVehicleTrips	CC_TL	7.30	7.60
tblVehicleTrips	CNW_TL	7.30	4.70
tblVehicleTrips	CNW_TL	7.30	7.60
tblVehicleTrips	CW_TL	9.50	4.70
tblVehicleTrips	CW_TL	9.50	7.60
tblVehicleTrips	ST_TR	158.37	45.27

tblVehicleTrips	ST_TR	5.63	2.92
tblVehicleTrips	SU_TR	131.84	45.27
tblVehicleTrips	SU_TR	5.63	2.92
tblVehicleTrips	WD_TR	127.15	45.27
tblVehicleTrips	WD_TR	5.63	2.92
tblWater	IndoorWaterUseRate	3,056,584.48	607,067.42
tblWater	OutdoorWaterUseRate	195,101.14	38,748.98

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					
2023	8.5111	72.0140	57.0351	0.1934	19.1839	3.1663	22.3503	10.1094	2.9233	13.0327	0.0000	21,454.5071	21,454.5071	3.6736	0.0000	21,484.6752
2024	47.3030	60.1144	66.8401	0.2203	1.0196	2.2915	3.2126	0.2712	2.2134	2.4584	0.0000	24,042.1786	24,042.1786	1.9891	0.0000	24,091.9063
Maximum	**47.3030**	**72.0140**	**66.8401**	**0.2203**	**19.1839**	**3.1663**	**22.3503**	**10.1094**	**2.9233**	**13.0327**	**0.0000**	**24,042.1786**	**24,042.1786**	**3.6736**	**0.0000**	**24,091.9063**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	8.5111	72.0140	57.0351	0.1934	19.1839	3.1663	22.3503	10.1094	2.9233	13.0327	0.0000	21,454.5071	21,454.5071	3.6736	0.0000	21,484.6752
2024	47.3030	60.1144	66.8401	0.2203	1.0196	2.2915	3.2126	0.2712	2.2134	2.4584	0.0000	24,042.1786	24,042.1786	1.9891	0.0000	24,091.9063
Maximum	**47.3030**	**72.0140**	**66.8401**	**0.2203**	**19.1839**	**3.1663**	**22.3503**	**10.1094**	**2.9233**	**13.0327**	**0.0000**	**24,042.1786**	**24,042.1786**	**3.6736**	**0.0000**	**24,091.9063**

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

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	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Energy	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
Mobile	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706
Stationary	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	**1.8022**	**4.0943**	**8.9295**	**0.0312**	**2.2137**	**0.0813**	**2.2950**	**0.5916**	**0.0799**	**0.6715**		**3,644.3862**	**3,644.3862**	**0.1652**	**0.0175**	**3,653.7380**

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	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Energy	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
Mobile	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706
Stationary	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	**1.8022**	**4.0943**	**8.9295**	**0.0312**	**2.2137**	**0.0813**	**2.2950**	**0.5916**	**0.0799**	**0.6715**		**3,644.3862**	**3,644.3862**	**0.1652**	**0.0175**	**3,653.7380**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/3/2023	8/9/2023	5	48	
2	Prelim Bldg Const (Site Preparation)	Site Preparation	7/6/2023	7/19/2023	5	10	
3	Grading	Grading	7/20/2023	9/13/2023	5	40	
4	Building Construction	Building Construction	9/14/2023	6/15/2024	5	197	
5	Paving	Paving	2/9/2024	2/18/2024	5	6	
6	Prime and 1st Coat of Paint	Architectural Coating	3/16/2024	3/29/2024	5	10	
7	Paint (Exterior)	Architectural Coating	5/5/2024	5/11/2024	5	5	
8	Last Coat of Paint	Architectural Coating	5/25/2024	5/31/2024	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,500; Non-Residential Outdoor: 15,500; Striped Parking Area: 0 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

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	0.37
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Prelim Bldg Const (Site Preparation)	Graders	1	8.00	187	0.41
Prelim Bldg Const (Site Preparation)	Other Construction Equipment	1	8.00	400	0.42
Prelim Bldg Const (Site Preparation)	Rubber Tired Dozers	3	8.00	247	0.40
Prelim Bldg Const (Site Preparation)	Scrapers	1	8.00	367	0.48

Prelim Bldg Const (Site Preparation)	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	7.00	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	9	8.00	450	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Prime and 1st Coat of Paint	Air Compressors	1	6.00	78	0.48
Prime and 1st Coat of Paint	Cranes	1	7.00	231	0.29
Paint (Exterior)	Air Compressors	1	6.00	78	0.48
Paint (Exterior)	Cranes	1	7.00	231	0.29
Last Coat of Paint	Air Compressors	1	6.00	78	0.48
Last Coat of Paint	Cranes	1	7.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	9	20.00	0.00	47.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prelim Bldg Const (Site Preparation)	10	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	7	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	100.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prime and 1st Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paint (Exterior)	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Last Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					0.3769	0.0000	0.3769	0.0571	0.0000	0.0571			0.0000			0.0000
Off-Road	2.7083	25.9692	26.0801	0.0478		1.2190	1.2190		1.1317	1.1317		4,612.2315	4,612.2315	1.3292		4,645.4617
Total	**2.7083**	**25.9692**	**26.0801**	**0.0478**	**0.3769**	**1.2190**	**1.5959**	**0.0571**	**1.1317**	**1.1888**		**4,612.2315**	**4,612.2315**	**1.3292**		**4,645.4617**

3.2 Demolition - 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	4.8800e-003	0.1584	0.0575	7.2000e-004	0.0171	2.9000e-004	0.0174	4.6900e-003	2.8000e-004	4.9700e-003		78.9538	78.9538	6.9300e-003		79.1270
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0374	0.4582	1.5100e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		150.9134	150.9134	3.9000e-003		151.0109
Total	**0.0668**	**0.1958**	**0.5157**	**2.2300e-003**	**0.1814**	**1.3800e-003**	**0.1828**	**0.0483**	**1.2800e-003**	**0.0496**		**229.8672**	**229.8672**	**0.0108**		**230.1380**

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					0.3769	0.0000	0.3769	0.0571	0.0000	0.0571			0.0000			0.0000
Off-Road	2.7083	25.9692	26.0801	0.0478		1.2190	1.2190		1.1317	1.1317	0.0000	4,612.2315	4,612.2315	1.3292		4,645.4617
Total	**2.7083**	**25.9692**	**26.0801**	**0.0478**	**0.3769**	**1.2190**	**1.5959**	**0.0571**	**1.1317**	**1.1888**	**0.0000**	**4,612.2315**	**4,612.2315**	**1.3292**		**4,645.4617**

3.2 Demolition - 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	4.8800e-003	0.1584	0.0575	7.2000e-004	0.0171	2.9000e-004	0.0174	4.6900e-003	2.8000e-004	4.9700e-003		78.9538	78.9538	6.9300e-003		79.1270
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0374	0.4582	1.5100e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		150.9134	150.9134	3.9000e-003		151.0109
Total	**0.0668**	**0.1958**	**0.5157**	**2.2300e-003**	**0.1814**	**1.3800e-003**	**0.1828**	**0.0483**	**1.2800e-003**	**0.0496**		**229.8672**	**229.8672**	**0.0108**		**230.1380**

3.3 Prelim Bldg Const (Site Preparation) - 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		
Fugitive Dust					18.5435	0.0000	18.5435	9.9822	0.0000	9.9822			0.0000			0.0000
Off-Road	4.3641	45.8304	30.2102	0.0745		1.9454	1.9454		1.7898	1.7898		7,209.2335	7,209.2335	2.3316		7,267.5238
Total	**4.3641**	**45.8304**	**30.2102**	**0.0745**	**18.5435**	**1.9454**	**20.4889**	**9.9822**	**1.7898**	**11.7720**		**7,209.2335**	**7,209.2335**	**2.3316**		**7,267.5238**

3.3 Prelim Bldg Const (Site Preparation) - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.5435	0.0000	18.5435	9.9822	0.0000	9.9822			0.0000			0.0000
Off-Road	4.3641	45.8304	30.2102	0.0745		1.9454	1.9454		1.7898	1.7898	0.0000	7,209.2335	7,209.2335	2.3316		7,267.5238
Total	**4.3641**	**45.8304**	**30.2102**	**0.0745**	**18.5435**	**1.9454**	**20.4889**	**9.9822**	**1.7898**	**11.7720**	**0.0000**	**7,209.2335**	**7,209.2335**	**2.3316**		**7,267.5238**

3.3 Prelim Bldg Const (Site Preparation) - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

3.4 Grading - 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					
Fugitive Dust					6.1016	0.0000	6.1016	3.3188	0.0000	3.3188			0.0000			0.0000
Off-Road	2.5076	26.3008	21.0592	0.0451		1.1037	1.1037		1.0154	1.0154		4,369.141 1	4,369.141 1	1.4131		4,404.467 9
Total	**2.5076**	**26.3008**	**21.0592**	**0.0451**	**6.1016**	**1.1037**	**7.2053**	**3.3188**	**1.0154**	**4.3342**		**4,369.141 1**	**4,369.141 1**	**1.4131**		**4,404.467 9**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1016	0.0000	6.1016	3.3188	0.0000	3.3188			0.0000			0.0000
Off-Road	2.5076	26.3008	21.0592	0.0451		1.1037	1.1037		1.0154	1.0154	0.0000	4,369.141 1	4,369.141 1	1.4131		4,404.467 9
Total	**2.5076**	**26.3008**	**21.0592**	**0.0451**	**6.1016**	**1.1037**	**7.2053**	**3.3188**	**1.0154**	**4.3342**	**0.0000**	**4,369.141 1**	**4,369.141 1**	**1.4131**		**4,404.467 9**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

3.5 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	8.1907	54.0373	47.3731	0.1845		1.9724	1.9724		1.9329	1.9329		20,559.2815	20,559.2815	1.1780		20,588.7310
Total	**8.1907**	**54.0373**	**47.3731**	**0.1845**		**1.9724**	**1.9724**		**1.9329**	**1.9329**		**20,559.2815**	**20,559.2815**	**1.1780**		**20,588.7310**

3.5 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	0.0108	0.3788	0.1126	1.3000e-003	0.0339	4.5000e-004	0.0343	9.7400e-003	4.3000e-004	0.0102		140.6585	140.6585	9.2400e-003		140.8895
Worker	0.3096	0.1871	2.2911	7.5700e-003	0.8215	5.4400e-003	0.8269	0.2179	5.0100e-003	0.2229		754.5671	754.5671	0.0195		755.0547
Total	**0.3205**	**0.5659**	**2.4037**	**8.8700e-003**	**0.8553**	**5.8900e-003**	**0.8612**	**0.2276**	**5.4400e-003**	**0.2331**		**895.2256**	**895.2256**	**0.0287**		**895.9442**

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	8.1907	54.0373	47.3731	0.1845		1.9724	1.9724		1.9329	1.9329	0.0000	20,559.2815	20,559.2815	1.1780		20,588.7310
Total	**8.1907**	**54.0373**	**47.3731**	**0.1845**		**1.9724**	**1.9724**		**1.9329**	**1.9329**	**0.0000**	**20,559.2815**	**20,559.2815**	**1.1780**		**20,588.7310**

3.5 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	0.0108	0.3788	0.1126	1.3000e-003	0.0339	4.5000e-004	0.0343	9.7400e-003	4.3000e-004	0.0102		140.6585	140.6585	9.2400e-003		140.8895
Worker	0.3096	0.1871	2.2911	7.5700e-003	0.8215	5.4400e-003	0.8269	0.2179	5.0100e-003	0.2229		754.5671	754.5671	0.0195		755.0547
Total	**0.3205**	**0.5659**	**2.4037**	**8.8700e-003**	**0.8553**	**5.8900e-003**	**0.8612**	**0.2276**	**5.4400e-003**	**0.2331**		**895.2256**	**895.2256**	**0.0287**		**895.9442**

3.5 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	7.8219	48.2145	47.2479	0.1845		1.7360	1.7360		1.7011	1.7011		20,559.7705	20,559.7705	1.1438		20,588.3655
Total	**7.8219**	**48.2145**	**47.2479**	**0.1845**		**1.7360**	**1.7360**		**1.7011**	**1.7011**		**20,559.7705**	**20,559.7705**	**1.1438**		**20,588.3655**

3.5 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	0.0105	0.3735	0.1091	1.2900e-003	0.0339	4.4000e-004	0.0343	9.7400e-003	4.2000e-004	0.0102		139.7538	139.7538	9.1300e-003		139.9821
Worker	0.2941	0.1717	2.1421	7.2700e-003	0.8215	5.3400e-003	0.8268	0.2179	4.9200e-003	0.2228		724.8371	724.8371	0.0179		725.2854
Total	**0.3045**	**0.5452**	**2.2512**	**8.5600e-003**	**0.8553**	**5.7800e-003**	**0.8611**	**0.2276**	**5.3400e-003**	**0.2330**		**864.5909**	**864.5909**	**0.0271**		**865.2675**

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	7.8219	48.2145	47.2479	0.1845		1.7360	1.7360		1.7011	1.7011	0.0000	20,559.7704	20,559.7704	1.1438		20,588.3655
Total	**7.8219**	**48.2145**	**47.2479**	**0.1845**		**1.7360**	**1.7360**		**1.7011**	**1.7011**	**0.0000**	**20,559.7704**	**20,559.7704**	**1.1438**		**20,588.3655**

3.5 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	0.0105	0.3735	0.1091	1.2900e-003	0.0339	4.4000e-004	0.0343	9.7400e-003	4.2000e-004	0.0102		139.7538	139.7538	9.1300e-003		139.9821
Worker	0.2941	0.1717	2.1421	7.2700e-003	0.8215	5.3400e-003	0.8268	0.2179	4.9200e-003	0.2228		724.8371	724.8371	0.0179		725.2854
Total	**0.3045**	**0.5452**	**2.2512**	**8.5600e-003**	**0.8553**	**5.7800e-003**	**0.8611**	**0.2276**	**5.3400e-003**	**0.2330**		**864.5909**	**864.5909**	**0.0271**		**865.2675**

3.6 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	1.1908	11.3410	17.1697	0.0266		0.5493	0.5493		0.5065	0.5065		2,559.8303	2,559.8303	0.8168		2,580.2504
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6799**	**11.3410**	**17.1697**	**0.0266**		**0.5493**	**0.5493**		**0.5065**	**0.5065**		**2,559.8303**	**2,559.8303**	**0.8168**		**2,580.2504**

3.6 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	0.0235	0.0137	0.1714	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	3.9000e-004	0.0178		57.9870	57.9870	1.4300e-003		58.0228
Total	**0.0235**	**0.0137**	**0.1714**	**5.8000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**3.9000e-004**	**0.0178**		**57.9870**	**57.9870**	**1.4300e-003**		**58.0228**

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	1.1908	11.3410	17.1697	0.0266		0.5493	0.5493		0.5065	0.5065	0.0000	2,559.8303	2,559.8303	0.8168		2,580.2504
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6799**	**11.3410**	**17.1697**	**0.0266**		**0.5493**	**0.5493**		**0.5065**	**0.5065**	**0.0000**	**2,559.8303**	**2,559.8303**	**0.8168**		**2,580.2504**

3.6 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	0.0235	0.0137	0.1714	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	3.9000e-004	0.0178		57.9870	57.9870	1.4300e-003		58.0228
Total	**0.0235**	**0.0137**	**0.1714**	**5.8000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**3.9000e-004**	**0.0178**		**57.9870**	**57.9870**	**1.4300e-003**		**58.0228**

3.7 Prime and 1st Coat of Paint - 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	17.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**18.4317**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.7 Prime and 1st Coat of Paint - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

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	17.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**18.4317**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.7 Prime and 1st Coat of Paint - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

3.8 Paint (Exterior) - 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	14.3685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**14.8396**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.8 Paint (Exterior) - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

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	14.3685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**14.8396**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.8 Paint (Exterior) - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

3.9 Last Coat of Paint - 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	38.6466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**39.1177**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.9 Last Coat of Paint - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

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	38.6466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**39.1177**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.9 Last Coat of Paint - 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	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.700 4	2,688.700 4	0.1468		2,692.370 6
Unmitigated	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.700 4	2,688.700 4	0.1468		2,692.370 6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	455.87	455.87	455.87	334,693	334,693
Motel	379.60	379.60	379.60	709,387	709,387
Parking Lot	0.00	0.00	0.00		
Total	835.47	835.47	835.47	1,044,081	1,044,081

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	4.70	4.70	4.70	8.50	72.50	19.00	37	20	43
Motel	7.60	7.60	7.60	19.00	62.00	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Motel	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
NaturalGas Unmitigated	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233

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					
High Turnover (Sit Down Restaurant)	4802.75	0.0518	0.4709	0.3955	2.8300e-003		0.0358	0.0358		0.0358	0.0358		565.0296	565.0296	0.0108	0.0104	568.3872
Motel	3320.23	0.0358	0.3255	0.2734	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.6149	390.6149	7.4900e-003	7.1600e-003	392.9361
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0876**	**0.7964**	**0.6690**	**4.7800e-003**		**0.0605**	**0.0605**		**0.0605**	**0.0605**		**955.6444**	**955.6444**	**0.0183**	**0.0175**	**961.3233**

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					
High Turnover (Sit Down Restaurant)	4.80275	0.0518	0.4709	0.3955	2.8300e-003		0.0358	0.0358		0.0358	0.0358		565.0296	565.0296	0.0108	0.0104	568.3872
Motel	3.32023	0.0358	0.3255	0.2734	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.6149	390.6149	7.4900e-003	7.1600e-003	392.9361
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0876**	**0.7964**	**0.6690**	**4.7800e-003**		**0.0605**	**0.0605**		**0.0605**	**0.0605**		**955.6444**	**955.6444**	**0.0183**	**0.0175**	**961.3233**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Unmitigated	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7700e-003	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Total	**0.7317**	**1.7000e-004**	**0.0193**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0414**	**0.0414**	**1.1000e-004**		**0.0441**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7700e-003	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Total	**0.7317**	**1.7000e-004**	**0.0193**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0414**	**0.0414**	**1.1000e-004**		**0.0441**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	25	11	0.73	Diesel
Fire Pump	1	0	25	11	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	1	0	0	250	CNG

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					
Boiler - CNG (75 - 9999 MMBTU)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Emergency Generator - Diesel (11 - 25 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Fire Pump - Diesel (11 - 25 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

11.0 Vegetation

Stay Open SD Hotel

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	49.00	1000sqft	1.12	49,000.00	0
High Turnover (Sit Down Restaurant)	10.07	1000sqft	0.23	10,073.00	490
Motel	130.00	Room	5.85	20,927.00	294

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.6 **Precipitation Freq (Days)** 40

Climate Zone 13 **Operational Year** 2025

Utility Company San Diego Gas & Electric

CO2 Intensity (lb/MWhr) 415.52 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction Period: 6/2023 - 8/2024; Operational Year: 2025.
CO2 Intensity Factor adjusted based on 2009 Power Content Label (RPS) SDGE: 10% (existing), 2025 RE of 48.1%, 2030 RE of 60%, and 2045 RE of 100%.

Land Use - Assumptions: 1 Family Size room = 1 Motel room; 2 PODs = 1 Motel room.
17 Family Size rooms x 4 guests = 68 guests, equivalent of 17 Motel rooms. 226 PODs x 1 guest = 226 guests, equivalent of 113 Motel rooms.
Total of 130 Motel rooms and 294 guests for modeling purposes.

Architectural Coating - SDAPCD Rule 67.0.1, effective January 1, 2022
Parking lot striping based on 6% of parking lot area (2,940).

Construction Phase - Exact durations of construction phases.

Vehicle Trips - Chen Ryan Traffic Study: PODs: 226 ADT; Family Rooms: 153 ADT; Restaurant: 456 ADT. Total = 835 ADT.
379 ADT/130 rooms = 2.915 trips/room/day. 456 ADT/10,073 sq ft = 45.27 ADT/1000 sq ft/day.
Motel: 379 ADT x 7.6 Miles = 2880.4 daily VMT; Restaurant: 456 ADT x 4.7 miles = 2143.2 daily VMT
Total Daily VMT = 5023.6 VMT

Energy Use - Title 24 energy efficiency improvement of 2019 code above 2016 is 10.74% Electricity and 0.98% Natural Gas for commercial bldgs, per CEC
https://web.archive.org/web/20190601203553/https://www.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf

Area Coating - SDAPCD Rule 67.0.1, effective January 1, 2022

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	46,500.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100

tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Parking	2940	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintParkingValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	20.00	48.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	6.00
tblEnergyUse	T24E	8.23	7.35
tblEnergyUse	T24E	4.78	4.27
tblEnergyUse	T24NG	35.92	35.57
tblEnergyUse	T24NG	47.27	46.81
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.61	0.60
tblFleetMix	LDA	0.61	0.60

tblFleetMix	LDA	0.61	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	0.00
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	0.00
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.00
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	0.00
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.9280e-003	1.9340e-003
tblFleetMix	OBUS	1.9280e-003	1.9340e-003

tblFleetMix	OBUS	1.9280e-003	0.00
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	0.00
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	0.00
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	15.00	4.50
tblLandUse	LandUseSquareFeet	10,070.00	10,073.00
tblLandUse	LandUseSquareFeet	254,826.00	20,927.00
tblLandUse	Population	0.00	490.00
tblLandUse	Population	0.00	294.00
tblOffRoadEquipment	HorsePower	46.00	450.00
tblOffRoadEquipment	HorsePower	172.00	400.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	9.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	720.49	415.52
tblSolidWaste	SolidWasteGenerationRate	119.83	23.80
tblTripsAndVMT	HaulingTripNumber	83.00	47.00
tblTripsAndVMT	VendorTripNumber	13.00	5.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	34.00	100.00

tblTripsAndVMT	WorkerTripNumber	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblVehicleEF	HHD	0.55	0.59
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.66	1.74
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.30	3.37
tblVehicleEF	HHD	4,383.75	4,504.81
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.26	15.07
tblVehicleEF	HHD	1.84	1.98
tblVehicleEF	HHD	19.48	19.53
tblVehicleEF	HHD	9.1660e-003	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	8.7700e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.41	0.43

tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6000e-004	1.6100e-004
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.49	0.51
tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	0.52	0.56
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	1.21	1.27
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.10	3.17
tblVehicleEF	HHD	4,644.19	4,772.44
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.72	15.55
tblVehicleEF	HHD	1.77	1.91
tblVehicleEF	HHD	19.47	19.51
tblVehicleEF	HHD	7.7280e-003	0.01

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	7.3930e-003	9.6380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.39	0.40
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.5600e-004	1.5800e-004
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.59	0.64
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08

tblVehicleEF	HHD	2.29	2.40
tblVehicleEF	HHD	1.13	1.09
tblVehicleEF	HHD	3.38	3.46
tblVehicleEF	HHD	4,024.09	4,135.22
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	13.63	14.40
tblVehicleEF	HHD	1.83	1.98
tblVehicleEF	HHD	19.49	19.53
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.44	0.46
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6100e-004	1.6200e-004

tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.53	0.56
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	LDA	5.3610e-003	6.1170e-003
tblVehicleEF	LDA	6.3080e-003	7.4160e-003
tblVehicleEF	LDA	0.52	0.58
tblVehicleEF	LDA	1.22	1.39
tblVehicleEF	LDA	227.05	248.05
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.2740e-003	2.4840e-003
tblVehicleEF	LDA	5.2000e-004	5.6600e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	5.7770e-003	6.5890e-003
tblVehicleEF	LDA	5.5090e-003	6.4700e-003
tblVehicleEF	LDA	0.58	0.65
tblVehicleEF	LDA	1.01	1.15
tblVehicleEF	LDA	239.92	262.13
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.4030e-003	2.6260e-003
tblVehicleEF	LDA	5.1600e-004	5.6200e-004
tblVehicleEF	LDA	0.03	0.04

tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	5.2690e-003	6.0150e-003
tblVehicleEF	LDA	6.6340e-003	7.8030e-003
tblVehicleEF	LDA	0.51	0.56
tblVehicleEF	LDA	1.31	1.49
tblVehicleEF	LDA	224.73	245.50
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	2.2500e-003	2.4590e-003
tblVehicleEF	LDA	5.2200e-004	5.6800e-004
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDT1	8.3430e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.97	1.15
tblVehicleEF	LDT1	2.30	2.76
tblVehicleEF	LDT1	296.63	318.80
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	2.9770e-003	3.2010e-003
tblVehicleEF	LDT1	6.9500e-004	7.4400e-004
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.17	0.21
tblVehicleEF	LDT1	8.9210e-003	0.01
tblVehicleEF	LDT1	9.9040e-003	0.01
tblVehicleEF	LDT1	1.08	1.28
tblVehicleEF	LDT1	1.90	2.27
tblVehicleEF	LDT1	312.77	336.12
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.09	0.11
tblVehicleEF	LDT1	0.12	0.15
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	3.1400e-003	3.3760e-003
tblVehicleEF	LDT1	6.8700e-004	7.3600e-004
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.15	0.18
tblVehicleEF	LDT1	8.2200e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.95	1.13
tblVehicleEF	LDT1	2.47	2.97
tblVehicleEF	LDT1	293.71	315.67
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.16	0.20
tblVehicleEF	LDT1	2.9470e-003	3.1700e-003
tblVehicleEF	LDT1	6.9800e-004	7.4800e-004
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.21	0.23

tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT2	4.4500e-003	5.2450e-003
tblVehicleEF	LDT2	4.7830e-003	5.9320e-003
tblVehicleEF	LDT2	0.58	0.65
tblVehicleEF	LDT2	1.12	1.31
tblVehicleEF	LDT2	325.37	352.67
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	3.2570e-003	3.5310e-003
tblVehicleEF	LDT2	7.3100e-004	7.9000e-004
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.07	0.09

tblVehicleEF	LDT2	4.7880e-003	5.6410e-003
tblVehicleEF	LDT2	4.1690e-003	5.1630e-003
tblVehicleEF	LDT2	0.65	0.72
tblVehicleEF	LDT2	0.93	1.09
tblVehicleEF	LDT2	343.42	372.26
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	3.4380e-003	3.7270e-003
tblVehicleEF	LDT2	7.2800e-004	7.8600e-004
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	4.3760e-003	5.1590e-003

tblVehicleEF	LDT2	5.0350e-003	6.2490e-003
tblVehicleEF	LDT2	0.57	0.63
tblVehicleEF	LDT2	1.20	1.41
tblVehicleEF	LDT2	322.11	349.13
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	3.2240e-003	3.4950e-003
tblVehicleEF	LDT2	7.3300e-004	7.9200e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02

tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.91	1.04
tblVehicleEF	LHD1	1.93	2.19
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.24	1.48
tblVehicleEF	LHD1	0.76	0.85
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0000e-004	3.1900e-004

tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.20	0.24
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
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tblVehicleEF	LHD1	1.83	2.07
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.19	1.42
tblVehicleEF	LHD1	0.72	0.81
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
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tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004

tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
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tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
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tblVehicleEF	LHD1	2.9800e-004	3.1700e-004
tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
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tblVehicleEF	LHD1	1.98	2.25
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.23	1.48

tblVehicleEF	LHD1	0.78	0.87
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.01	0.02
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tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.19	0.22
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tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.21	0.24
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4490e-003	7.3190e-003

tblVehicleEF	LHD2	5.1260e-003	6.3840e-003
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tblVehicleEF	LHD2	0.51	0.56
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tblVehicleEF	LHD2	13.94	14.07
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tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.58	0.80
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tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
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tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
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tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
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tblVehicleEF	LHD2	6.7530e-003	6.8680e-003

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tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
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tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
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tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.5040e-003	7.3940e-003
tblVehicleEF	LHD2	4.9370e-003	6.1320e-003
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tblVehicleEF	LHD2	0.51	0.56
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tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.55	0.77
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tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
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tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4250e-003	7.2860e-003
tblVehicleEF	LHD2	5.2110e-003	6.4980e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.55
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tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94

tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.57	0.79
tblVehicleEF	LHD2	0.38	0.45
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.5000e-004	2.5900e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.06	0.07

tblVehicleEF	LHD2	0.08	0.10
tblVehicleEF	MCY	0.49	0.49
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.57	20.15
tblVehicleEF	MCY	9.77	9.73
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.15	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.08	2.10
tblVehicleEF	MCY	2.2230e-003	2.2260e-003
tblVehicleEF	MCY	6.6800e-004	6.7500e-004
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.96	2.99
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.26	2.29

tblVehicleEF	MCY	0.48	0.47
tblVehicleEF	MCY	0.13	0.13
tblVehicleEF	MCY	18.67	19.19
tblVehicleEF	MCY	8.79	8.77
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.04	1.04
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.31	2.34
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.2070e-003	2.2080e-003
tblVehicleEF	MCY	6.4400e-004	6.5100e-004
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.88	2.90
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.98	1.99
tblVehicleEF	MCY	0.50	0.49

tblVehicleEF	MCY	0.16	0.16
tblVehicleEF	MCY	20.20	20.81
tblVehicleEF	MCY	10.27	10.22
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	2.42	2.45
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.20	2.23
tblVehicleEF	MCY	2.2340e-003	2.2370e-003
tblVehicleEF	MCY	6.8000e-004	6.8700e-004
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	3.01	3.04
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.40	2.43
tblVehicleEF	MDV	7.1580e-003	8.8620e-003
tblVehicleEF	MDV	0.01	0.01

tblVehicleEF	MDV	0.79	0.94
tblVehicleEF	MDV	1.90	2.31
tblVehicleEF	MDV	437.69	472.46
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.13	0.17
tblVehicleEF	MDV	4.3780e-003	4.7270e-003
tblVehicleEF	MDV	9.8400e-004	1.0600e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	7.6910e-003	9.5090e-003
tblVehicleEF	MDV	8.7100e-003	0.01
tblVehicleEF	MDV	0.88	1.04

tblVehicleEF	MDV	1.57	1.92
tblVehicleEF	MDV	461.33	498.02
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	4.6150e-003	4.9840e-003
tblVehicleEF	MDV	9.7900e-004	1.0530e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.16
tblVehicleEF	MDV	7.0430e-003	8.7270e-003
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.77	0.92
tblVehicleEF	MDV	2.04	2.49

tblVehicleEF	MDV	433.41	467.83
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.17	0.21
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.14	0.18
tblVehicleEF	MDV	4.3350e-003	4.6810e-003
tblVehicleEF	MDV	9.8700e-004	1.0630e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.97	2.63
tblVehicleEF	MH	5.30	5.98
tblVehicleEF	MH	1,220.37	1,229.84

tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.81	0.88
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.31	0.35
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8400e-004	7.0300e-004
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.04	2.72
tblVehicleEF	MH	4.96	5.59

tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.27	1.42
tblVehicleEF	MH	0.77	0.83
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.7900e-004	6.9700e-004
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.13	0.17
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.95	2.60

tblVehicleEF	MH	5.47	6.17
tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.83	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8700e-004	7.0700e-004
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.35	0.39
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.5130e-003	4.2710e-003

tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.32	0.33
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.42	5.31
tblVehicleEF	MHD	145.26	143.80
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.41	0.42
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.13	11.05
tblVehicleEF	MHD	1.2100e-004	1.5900e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.1600e-004	1.5200e-004
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tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.3970e-003	1.3830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2600e-004	6.5600e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.29	0.35
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	3.5560e-003	4.3360e-003
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.24	0.24
tblVehicleEF	MHD	0.30	0.35
tblVehicleEF	MHD	4.16	4.99
tblVehicleEF	MHD	153.86	152.31
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.42	0.43
tblVehicleEF	MHD	1.08	1.10
tblVehicleEF	MHD	11.09	11.01
tblVehicleEF	MHD	1.0200e-004	1.3400e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	9.8000e-005	1.2800e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02

tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.25	0.30
tblVehicleEF	MHD	1.4780e-003	1.4640e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2100e-004	6.5100e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.4940e-003	4.2430e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.54	5.46
tblVehicleEF	MHD	133.37	132.03
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.39	0.40
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.14	11.07
tblVehicleEF	MHD	1.4700e-004	1.9400e-004

tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.4100e-004	1.8500e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
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tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.2850e-003	1.2720e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2800e-004	6.5900e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.30	0.36
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.5240e-003	9.2660e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	0.50	0.60

tblVehicleEF	OBUS	5.17	5.69
tblVehicleEF	OBUS	98.68	97.15
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.14	2.24
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.32	0.35
tblVehicleEF	OBUS	9.5400e-004	9.3900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7600e-004	7.9000e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	0.35	0.39
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6820e-003	9.4730e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.24	0.24
tblVehicleEF	OBUS	0.51	0.61
tblVehicleEF	OBUS	4.84	5.32
tblVehicleEF	OBUS	103.55	101.91
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.21
tblVehicleEF	OBUS	0.83	0.81
tblVehicleEF	OBUS	2.10	2.19
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
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tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	1.0000e-003	9.8400e-004
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	7.7000e-004	7.8300e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.34	0.37
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.4540e-003	9.1750e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.26	0.26
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	5.33	5.86
tblVehicleEF	OBUS	91.97	90.56
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.20	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.16	2.26
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03

tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.33	0.36
tblVehicleEF	OBUS	8.9000e-004	8.7600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9200e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.76	6.51
tblVehicleEF	SBUS	0.79	0.93
tblVehicleEF	SBUS	6.62	7.02
tblVehicleEF	SBUS	1,171.94	1,202.36
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.45	9.97
tblVehicleEF	SBUS	3.36	4.09
tblVehicleEF	SBUS	13.61	14.11
tblVehicleEF	SBUS	7.0190e-003	9.4890e-003

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	6.7150e-003	9.0780e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.80	0.78
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.34	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6800e-004	5.5000e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.37	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.06	0.07

tblVehicleEF	SBUS	6.65	6.39
tblVehicleEF	SBUS	0.81	0.95
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tblVehicleEF	SBUS	1,228.28	1,261.22
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
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tblVehicleEF	SBUS	3.24	3.94
tblVehicleEF	SBUS	13.58	14.07
tblVehicleEF	SBUS	5.9170e-003	7.9990e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	5.6610e-003	7.6530e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.80	0.77
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.29	0.31
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.4300e-004	5.2400e-004

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tblVehicleEF	SBUS	1.15	1.11
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.32	0.34
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.91	6.68
tblVehicleEF	SBUS	0.78	0.92
tblVehicleEF	SBUS	7.34	7.78
tblVehicleEF	SBUS	1,094.13	1,121.06
tblVehicleEF	SBUS	1,088.36	1,104.05
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tblVehicleEF	SBUS	8.08	9.53
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tblVehicleEF	SBUS	13.63	14.12
tblVehicleEF	SBUS	8.5400e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	8.1710e-003	0.01
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004

tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.81	0.78
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.36	0.38
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.8000e-004	5.6300e-004
tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.39	0.41
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.84	7.41
tblVehicleEF	UBUS	7.28	7.16
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.86	6.89
tblVehicleEF	UBUS	13.53	13.92
tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11

tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3510e-003	1.2970e-003
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	1.97	2.24
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.71	0.69
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.85	7.43
tblVehicleEF	UBUS	6.21	6.11
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.65	6.64
tblVehicleEF	UBUS	13.47	13.86
tblVehicleEF	UBUS	0.55	0.57

tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.59	0.58
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3320e-003	1.2790e-003
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	1.98	2.24
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.83	7.41
tblVehicleEF	UBUS	7.75	7.63
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.83	6.85
tblVehicleEF	UBUS	13.56	13.94

tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	0.42	0.51
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.68	0.66
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3590e-003	1.3050e-003
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	1.97	2.23
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.74	0.72
tblVehicleTrips	CC_TL	7.30	4.70
tblVehicleTrips	CC_TL	7.30	7.60
tblVehicleTrips	CNW_TL	7.30	4.70
tblVehicleTrips	CNW_TL	7.30	7.60
tblVehicleTrips	CW_TL	9.50	4.70
tblVehicleTrips	CW_TL	9.50	7.60
tblVehicleTrips	ST_TR	158.37	45.27

tblVehicleTrips	ST_TR	5.63	2.92
tblVehicleTrips	SU_TR	131.84	45.27
tblVehicleTrips	SU_TR	5.63	2.92
tblVehicleTrips	WD_TR	127.15	45.27
tblVehicleTrips	WD_TR	5.63	2.92
tblWater	IndoorWaterUseRate	3,056,584.48	607,067.42
tblWater	OutdoorWaterUseRate	195,101.14	38,748.98

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					
2023	0.4671	3.4869	3.1265	9.9200e-003	0.2622	0.1373	0.3995	0.1279	0.1311	0.2590	0.0000	966.7517	966.7517	0.1076	0.0000	969.4404
2024	0.7205	3.0041	3.0519	0.0117	0.0519	0.1081	0.1600	0.0138	0.1057	0.1195	0.0000	1,179.3790	1,179.3790	0.0675	0.0000	1,181.0672
Maximum	**0.7205**	**3.4869**	**3.1265**	**0.0117**	**0.2622**	**0.1373**	**0.3995**	**0.1279**	**0.1311**	**0.2590**	**0.0000**	**1,179.3790**	**1,179.3790**	**0.1076**	**0.0000**	**1,181.0672**

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					
2023	0.4671	3.4869	3.1265	9.9200e-003	0.2622	0.1373	0.3995	0.1279	0.1311	0.2590	0.0000	966.7506	966.7506	0.1076	0.0000	969.4393
2024	0.7205	3.0041	3.0519	0.0117	0.0519	0.1081	0.1600	0.0138	0.1057	0.1195	0.0000	1,179.3776	1,179.3776	0.0675	0.0000	1,181.0659
Maximum	**0.7205**	**3.4869**	**3.1265**	**0.0117**	**0.2622**	**0.1373**	**0.3995**	**0.1279**	**0.1311**	**0.2590**	**0.0000**	**1,179.3776**	**1,179.3776**	**0.1076**	**0.0000**	**1,181.0659**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-3-2023**	**9-2-2023**	1.4178	1.4178
2	**9-3-2023**	**12-2-2023**	1.9181	1.9181
3	**12-3-2023**	**3-2-2024**	1.9620	1.9620
4	**3-3-2024**	**6-2-2024**	2.1407	2.1407
5	**6-3-2024**	**9-2-2024**	0.2641	0.2641
		Highest	2.1407	2.1407

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Energy	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	282.3188	282.3188	0.0117	4.6900e-003	284.0095
Mobile	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Stationary	4.5000e-004	2.3500e-003	2.1700e-003	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.2094	0.2094	3.0000e-005	0.0000	0.2102
Waste						0.0000	0.0000		0.0000	0.0000	19.2781	0.0000	19.2781	1.1393	0.0000	47.7606
Water						0.0000	0.0000		0.0000	0.0000	1.2388	10.4313	11.6700	0.1280	3.1500e-003	15.8093
Total	**0.3170**	**0.7592**	**1.6396**	**5.4700e-003**	**0.3934**	**0.0151**	**0.4085**	**0.1054**	**0.0148**	**0.1201**	**20.5169**	**718.2879**	**738.8047**	**1.3034**	**7.8400e-003**	**773.7292**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Energy	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	282.3188	282.3188	0.0117	4.6900e-003	284.0095
Mobile	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Stationary	4.5000e-004	2.3500e-003	2.1700e-003	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.2094	0.2094	3.0000e-005	0.0000	0.2102
Waste						0.0000	0.0000		0.0000	0.0000	19.2781	0.0000	19.2781	1.1393	0.0000	47.7606
Water						0.0000	0.0000		0.0000	0.0000	1.2388	10.4313	11.6700	0.1280	3.1500e-003	15.8093
Total	**0.3170**	**0.7592**	**1.6396**	**5.4700e-003**	**0.3934**	**0.0151**	**0.4085**	**0.1054**	**0.0148**	**0.1201**	**20.5169**	**718.2879**	**738.8047**	**1.3034**	**7.8400e-003**	**773.7292**

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

3.0 Construction Detail

Construction Phase

Stay Open SD Hotel - San Diego County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/3/2023	8/9/2023	5	48	
2	Prelim Bldg Const (Site Preparation)	Site Preparation	7/6/2023	7/19/2023	5	10	
3	Grading	Grading	7/20/2023	9/13/2023	5	40	
4	Building Construction	Building Construction	9/14/2023	6/15/2024	5	197	
5	Paving	Paving	2/9/2024	2/18/2024	5	6	
6	Prime and 1st Coat of Paint	Architectural Coating	3/16/2024	3/29/2024	5	10	
7	Paint (Exterior)	Architectural Coating	5/5/2024	5/11/2024	5	5	
8	Last Coat of Paint	Architectural Coating	5/25/2024	5/31/2024	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,500; Non-Residential Outdoor: 15,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.37
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Prelim Bldg Const (Site Preparation)	Graders	1	8.00	187	0.41
Prelim Bldg Const (Site Preparation)	Other Construction Equipment	1	8.00	400	0.42
Prelim Bldg Const (Site Preparation)	Rubber Tired Dozers	3	8.00	247	0.40
Prelim Bldg Const (Site Preparation)	Scrapers	1	8.00	367	0.48

Prelim Bldg Const (Site Preparation)	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	7.00	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	9	8.00	450	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Prime and 1st Coat of Paint	Air Compressors	1	6.00	78	0.48
Prime and 1st Coat of Paint	Cranes	1	7.00	231	0.29
Paint (Exterior)	Air Compressors	1	6.00	78	0.48
Paint (Exterior)	Cranes	1	7.00	231	0.29
Last Coat of Paint	Air Compressors	1	6.00	78	0.48
Last Coat of Paint	Cranes	1	7.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	9	20.00	0.00	47.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prelim Bldg Const (Site Preparation)	10	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	7	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	100.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prime and 1st Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paint (Exterior)	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Last Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					9.0500e-003	0.0000	9.0500e-003	1.3700e-003	0.0000	1.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0650	0.6233	0.6259	1.1500e-003		0.0293	0.0293		0.0272	0.0272	0.0000	100.4195	100.4195	0.0289	0.0000	101.1430
Total	**0.0650**	**0.6233**	**0.6259**	**1.1500e-003**	**9.0500e-003**	**0.0293**	**0.0383**	**1.3700e-003**	**0.0272**	**0.0285**	**0.0000**	**100.4195**	**100.4195**	**0.0289**	**0.0000**	**101.1430**

3.2 Demolition - 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	1.2000e-004	3.8600e-003	1.4100e-003	2.0000e-005	4.0000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.7064	1.7064	1.5000e-004	0.0000	1.7103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	9.9000e-004	0.0103	3.0000e-005	3.8500e-003	3.0000e-005	3.8800e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.1155	3.1155	8.0000e-005	0.0000	3.1175
Total	**1.6200e-003**	**4.8500e-003**	**0.0117**	**5.0000e-005**	**4.2500e-003**	**4.0000e-005**	**4.2900e-003**	**1.1300e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**4.8220**	**4.8220**	**2.3000e-004**	**0.0000**	**4.8278**

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					9.0500e-003	0.0000	9.0500e-003	1.3700e-003	0.0000	1.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0650	0.6233	0.6259	1.1500e-003		0.0293	0.0293		0.0272	0.0272	0.0000	100.4194	100.4194	0.0289	0.0000	101.1429
Total	**0.0650**	**0.6233**	**0.6259**	**1.1500e-003**	**9.0500e-003**	**0.0293**	**0.0383**	**1.3700e-003**	**0.0272**	**0.0285**	**0.0000**	**100.4194**	**100.4194**	**0.0289**	**0.0000**	**101.1429**

3.2 Demolition - 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	1.2000e-004	3.8600e-003	1.4100e-003	2.0000e-005	4.0000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.7064	1.7064	1.5000e-004	0.0000	1.7103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	9.9000e-004	0.0103	3.0000e-005	3.8500e-003	3.0000e-005	3.8800e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.1155	3.1155	8.0000e-005	0.0000	3.1175
Total	**1.6200e-003**	**4.8500e-003**	**0.0117**	**5.0000e-005**	**4.2500e-003**	**4.0000e-005**	**4.2900e-003**	**1.1300e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**4.8220**	**4.8220**	**2.3000e-004**	**0.0000**	**4.8278**

3.3 Prelim Bldg Const (Site Preparation) - 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					
Fugitive Dust					0.0927	0.0000	0.0927	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0218	0.2292	0.1511	3.7000e-004		9.7300e-003	9.7300e-003		8.9500e-003	8.9500e-003	0.0000	32.7005	32.7005	0.0106	0.0000	32.9649
Total	**0.0218**	**0.2292**	**0.1511**	**3.7000e-004**	**0.0927**	**9.7300e-003**	**0.1025**	**0.0499**	**8.9500e-003**	**0.0589**	**0.0000**	**32.7005**	**32.7005**	**0.0106**	**0.0000**	**32.9649**

3.3 Prelim Bldg Const (Site Preparation) - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.0800e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3245	0.3245	1.0000e-005	0.0000	0.3247
Total	**1.6000e-004**	**1.0000e-004**	**1.0800e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3245**	**0.3245**	**1.0000e-005**	**0.0000**	**0.3247**

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					0.0927	0.0000	0.0927	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0218	0.2292	0.1511	3.7000e-004		9.7300e-003	9.7300e-003		8.9500e-003	8.9500e-003	0.0000	32.7005	32.7005	0.0106	0.0000	32.9649
Total	**0.0218**	**0.2292**	**0.1511**	**3.7000e-004**	**0.0927**	**9.7300e-003**	**0.1025**	**0.0499**	**8.9500e-003**	**0.0589**	**0.0000**	**32.7005**	**32.7005**	**0.0106**	**0.0000**	**32.9649**

3.3 Prelim Bldg Const (Site Preparation) - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.0800e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3245	0.3245	1.0000e-005	0.0000	0.3247
Total	**1.6000e-004**	**1.0000e-004**	**1.0800e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3245**	**0.3245**	**1.0000e-005**	**0.0000**	**0.3247**

3.4 Grading - 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					
Fugitive Dust					0.1220	0.0000	0.1220	0.0664	0.0000	0.0664	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0502	0.5260	0.4212	9.0000e-004		0.0221	0.0221		0.0203	0.0203	0.0000	79.2724	79.2724	0.0256	0.0000	79.9133
Total	**0.0502**	**0.5260**	**0.4212**	**9.0000e-004**	**0.1220**	**0.0221**	**0.1441**	**0.0664**	**0.0203**	**0.0867**	**0.0000**	**79.2724**	**79.2724**	**0.0256**	**0.0000**	**79.9133**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.1000e-004	4.3000e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2981	1.2981	3.0000e-005	0.0000	1.2990
Total	**6.2000e-004**	**4.1000e-004**	**4.3000e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2981**	**1.2981**	**3.0000e-005**	**0.0000**	**1.2990**

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					0.1220	0.0000	0.1220	0.0664	0.0000	0.0664	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0502	0.5260	0.4212	9.0000e-004		0.0221	0.0221		0.0203	0.0203	0.0000	79.2723	79.2723	0.0256	0.0000	79.9132
Total	**0.0502**	**0.5260**	**0.4212**	**9.0000e-004**	**0.1220**	**0.0221**	**0.1441**	**0.0664**	**0.0203**	**0.0867**	**0.0000**	**79.2723**	**79.2723**	**0.0256**	**0.0000**	**79.9132**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.1000e-004	4.3000e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2981	1.2981	3.0000e-005	0.0000	1.2990
Total	**6.2000e-004**	**4.1000e-004**	**4.3000e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2981**	**1.2981**	**3.0000e-005**	**0.0000**	**1.2990**

3.5 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	0.3153	2.0804	1.8239	7.1000e-003		0.0759	0.0759		0.0744	0.0744	0.0000	718.0661	718.0661	0.0411	0.0000	719.0946
Total	**0.3153**	**2.0804**	**1.8239**	**7.1000e-003**		**0.0759**	**0.0759**		**0.0744**	**0.0744**	**0.0000**	**718.0661**	**718.0661**	**0.0411**	**0.0000**	**719.0946**

3.5 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	4.3000e-004	0.0147	4.5500e-003	5.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.7000e-004	2.0000e-005	3.9000e-004	0.0000	4.8596	4.8596	3.3000e-004	0.0000	4.8678
Worker	0.0120	7.9500e-003	0.0828	2.8000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	1.9000e-004	8.4000e-003	0.0000	24.9890	24.9890	6.5000e-004	0.0000	25.0052
Total	**0.0124**	**0.0226**	**0.0874**	**3.3000e-004**	**0.0322**	**2.3000e-004**	**0.0324**	**8.5700e-003**	**2.1000e-004**	**8.7900e-003**	**0.0000**	**29.8486**	**29.8486**	**9.8000e-004**	**0.0000**	**29.8730**

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	0.3153	2.0804	1.8239	7.1000e-003		0.0759	0.0759		0.0744	0.0744	0.0000	718.0652	718.0652	0.0411	0.0000	719.0938
Total	**0.3153**	**2.0804**	**1.8239**	**7.1000e-003**		**0.0759**	**0.0759**		**0.0744**	**0.0744**	**0.0000**	**718.0652**	**718.0652**	**0.0411**	**0.0000**	**719.0938**

3.5 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	4.3000e-004	0.0147	4.5500e-003	5.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.7000e-004	2.0000e-005	3.9000e-004	0.0000	4.8596	4.8596	3.3000e-004	0.0000	4.8678
Worker	0.0120	7.9500e-003	0.0828	2.8000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	1.9000e-004	8.4000e-003	0.0000	24.9890	24.9890	6.5000e-004	0.0000	25.0052
Total	**0.0124**	**0.0226**	**0.0874**	**3.3000e-004**	**0.0322**	**2.3000e-004**	**0.0324**	**8.5700e-003**	**2.1000e-004**	**8.7900e-003**	**0.0000**	**29.8486**	**29.8486**	**9.8000e-004**	**0.0000**	**29.8730**

3.5 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	0.4693	2.8929	2.8349	0.0111		0.1042	0.1042		0.1021	0.1021	0.0000	1,119.0906	1,119.0906	0.0623	0.0000	1,120.6471
Total	**0.4693**	**2.8929**	**2.8349**	**0.0111**		**0.1042**	**0.1042**		**0.1021**	**0.1021**	**0.0000**	**1,119.0906**	**1,119.0906**	**0.0623**	**0.0000**	**1,120.6471**

3.5 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	6.4000e-004	0.0226	6.8600e-003	8.0000e-005	1.9900e-003	3.0000e-005	2.0200e-003	5.7000e-004	3.0000e-005	6.0000e-004	0.0000	7.5252	7.5252	5.1000e-004	0.0000	7.5379
Worker	0.0178	0.0114	0.1205	4.1000e-004	0.0481	3.2000e-004	0.0484	0.0128	3.0000e-004	0.0131	0.0000	37.4108	37.4108	9.3000e-004	0.0000	37.4339
Total	**0.0184**	**0.0339**	**0.1274**	**4.9000e-004**	**0.0501**	**3.5000e-004**	**0.0505**	**0.0134**	**3.3000e-004**	**0.0137**	**0.0000**	**44.9360**	**44.9360**	**1.4400e-003**	**0.0000**	**44.9719**

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	0.4693	2.8929	2.8349	0.0111		0.1042	0.1042		0.1021	0.1021	0.0000	1,119.0893	1,119.0893	0.0623	0.0000	1,120.6457
Total	**0.4693**	**2.8929**	**2.8349**	**0.0111**		**0.1042**	**0.1042**		**0.1021**	**0.1021**	**0.0000**	**1,119.0893**	**1,119.0893**	**0.0623**	**0.0000**	**1,120.6457**

3.5 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	6.4000e-004	0.0226	6.8600e-003	8.0000e-005	1.9900e-003	3.0000e-005	2.0200e-003	5.7000e-004	3.0000e-005	6.0000e-004	0.0000	7.5252	7.5252	5.1000e-004	0.0000	7.5379
Worker	0.0178	0.0114	0.1205	4.1000e-004	0.0481	3.2000e-004	0.0484	0.0128	3.0000e-004	0.0131	0.0000	37.4108	37.4108	9.3000e-004	0.0000	37.4339
Total	**0.0184**	**0.0339**	**0.1274**	**4.9000e-004**	**0.0501**	**3.5000e-004**	**0.0505**	**0.0134**	**3.3000e-004**	**0.0137**	**0.0000**	**44.9360**	**44.9360**	**1.4400e-003**	**0.0000**	**44.9719**

3.6 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	3.5700e-003	0.0340	0.0515	8.0000e-005		1.6500e-003	1.6500e-003		1.5200e-003	1.5200e-003	0.0000	6.9667	6.9667	2.2200e-003	0.0000	7.0223
Paving	1.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0340**	**0.0515**	**8.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**6.9667**	**6.9667**	**2.2200e-003**	**0.0000**	**7.0223**

3.6 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	7.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1496	0.1496	0.0000	0.0000	0.1497
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1496**	**0.1496**	**0.0000**	**0.0000**	**0.1497**

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	3.5700e-003	0.0340	0.0515	8.0000e-005		1.6500e-003	1.6500e-003		1.5200e-003	1.5200e-003	0.0000	6.9667	6.9667	2.2200e-003	0.0000	7.0223
Paving	1.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0340**	**0.0515**	**8.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**6.9667**	**6.9667**	**2.2200e-003**	**0.0000**	**7.0223**

3.6 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	7.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1496	0.1496	0.0000	0.0000	0.1497
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1496**	**0.1496**	**0.0000**	**0.0000**	**0.1497**

3.7 Prime and 1st Coat of Paint - 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	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3600e-003	0.0214	0.0168	4.0000e-005		9.4000e-004	9.4000e-004		8.9000e-004	8.9000e-004	0.0000	3.4945	3.4945	7.9000e-004	0.0000	3.5142
Total	**0.0922**	**0.0214**	**0.0168**	**4.0000e-005**		**9.4000e-004**	**9.4000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**3.4945**	**3.4945**	**7.9000e-004**	**0.0000**	**3.5142**

3.7 Prime and 1st Coat of Paint - 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	3.0000e-004	1.9000e-004	2.0100e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6235	0.6235	2.0000e-005	0.0000	0.6239
Total	**3.0000e-004**	**1.9000e-004**	**2.0100e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6235**	**0.6235**	**2.0000e-005**	**0.0000**	**0.6239**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3600e-003	0.0214	0.0168	4.0000e-005		9.4000e-004	9.4000e-004		8.9000e-004	8.9000e-004	0.0000	3.4945	3.4945	7.9000e-004	0.0000	3.5142
Total	**0.0922**	**0.0214**	**0.0168**	**4.0000e-005**		**9.4000e-004**	**9.4000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**3.4945**	**3.4945**	**7.9000e-004**	**0.0000**	**3.5142**

3.7 Prime and 1st Coat of Paint - 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	3.0000e-004	1.9000e-004	2.0100e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6235	0.6235	2.0000e-005	0.0000	0.6239
Total	**3.0000e-004**	**1.9000e-004**	**2.0100e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6235**	**0.6235**	**2.0000e-005**	**0.0000**	**0.6239**

3.8 Paint (Exterior) - 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	0.0359					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	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0371**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.8 Paint (Exterior) - 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	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0359					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	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0371**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.8 Paint (Exterior) - 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	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

3.9 Last Coat of Paint - 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	0.0966					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	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0978**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.9 Last Coat of Paint - 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	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0966					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	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0978**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.9 Last Coat of Paint - 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	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Unmitigated	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	455.87	455.87	455.87	334,693	334,693
Motel	379.60	379.60	379.60	709,387	709,387
Parking Lot	0.00	0.00	0.00		
Total	835.47	835.47	835.47	1,044,081	1,044,081

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	4.70	4.70	4.70	8.50	72.50	19.00	37	20	43
Motel	7.60	7.60	7.60	19.00	62.00	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Motel	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	124.1011	124.1011	8.6600e-003	1.7900e-003	124.8517
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.1011	124.1011	8.6600e-003	1.7900e-003	124.8517
NaturalGas Mitigated	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.2177	158.2177	3.0300e-003	2.9000e-003	159.1579
NaturalGas Unmitigated	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.2177	158.2177	3.0300e-003	2.9000e-003	159.1579

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.753e +006	9.4500e-003	0.0859	0.0722	5.2000e-004		6.5300e-003	6.5300e-003		6.5300e-003	6.5300e-003	0.0000	93.5470	93.5470	1.7900e-003	1.7200e-003	94.1029
Motel	1.21188e +006	6.5300e-003	0.0594	0.0499	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	64.6707	64.6707	1.2400e-003	1.1900e-003	65.0550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0160**	**0.1453**	**0.1221**	**8.8000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**158.2177**	**158.2177**	**3.0300e-003**	**2.9100e-003**	**159.1579**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.753e +006	9.4500e-003	0.0859	0.0722	5.2000e-004		6.5300e-003	6.5300e-003		6.5300e-003	6.5300e-003	0.0000	93.5470	93.5470	1.7900e-003	1.7200e-003	94.1029
Motel	1.21188e +006	6.5300e-003	0.0594	0.0499	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	64.6707	64.6707	1.2400e-003	1.1900e-003	65.0550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0160**	**0.1453**	**0.1221**	**8.8000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**158.2177**	**158.2177**	**3.0300e-003**	**2.9100e-003**	**159.1579**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	380961	71.8023	5.0100e-003	1.0400e-003	72.2365
Motel	260332	49.0665	3.4200e-003	7.1000e-004	49.3632
Parking Lot	17150	3.2324	2.3000e-004	5.0000e-005	3.2519
Total		**124.1011**	**8.6600e-003**	**1.8000e-003**	**124.8517**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	380961	71.8023	5.0100e-003	1.0400e-003	72.2365
Motel	260332	49.0665	3.4200e-003	7.1000e-004	49.3632
Parking Lot	17150	3.2324	2.3000e-004	5.0000e-005	3.2519
Total		**124.1011**	**8.6600e-003**	**1.8000e-003**	**124.8517**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Unmitigated	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1242					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Total	**0.1334**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3800e-003**	**3.3800e-003**	**1.0000e-005**	**0.0000**	**3.6000e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1242					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Total	**0.1334**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3800e-003**	**3.3800e-003**	**1.0000e-005**	**0.0000**	**3.6000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.6700	0.1280	3.1500e-003	15.8093
Unmitigated	11.6700	0.1280	3.1500e-003	15.8093

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.607067 / 0.038749	1.7636	0.0199	4.9000e-004	2.4068
Motel	3.29768 / 0.366409	9.9065	0.1081	2.6700e-003	13.4025
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.6700**	**0.1280**	**3.1600e-003**	**15.8093**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.607067 / 0.038749	1.7636	0.0199	4.9000e-004	2.4068
Motel	3.29768 / 0.366409	9.9065	0.1081	2.6700e-003	13.4025
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.6700**	**0.1280**	**3.1600e-003**	**15.8093**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.2781	1.1393	0.0000	47.7606
Unmitigated	19.2781	1.1393	0.0000	47.7606

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	23.8	4.8312	0.2855	0.0000	11.9691
Motel	71.17	14.4469	0.8538	0.0000	35.7915
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.2781**	**1.1393**	**0.0000**	**47.7606**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	23.8	4.8312	0.2855	0.0000	11.9691
Motel	71.17	14.4469	0.8538	0.0000	35.7915
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.2781**	**1.1393**	**0.0000**	**47.7606**

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	1	0	25	11	0.73	Diesel
Fire Pump	1	0	25	11	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	1	0	0	250	CNG

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					
Boiler - CNG (75 - 9999 MMBTU)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Emergency Generator - Diesel (11 - 25 HP)	2.3000e-004	1.1800e-003	1.0900e-003	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.1047	0.1047	1.0000e-005	0.0000	0.1051
Fire Pump - Diesel (11 - 25 HP)	2.3000e-004	1.1800e-003	1.0800e-003	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.1047	0.1047	1.0000e-005	0.0000	0.1051
Total	**4.6000e-004**	**2.3600e-003**	**2.1700e-003**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.2094**	**0.2094**	**2.0000e-005**	**0.0000**	**0.2102**

11.0 Vegetation

Energy Consumption Summary for Stay Open SD

Construction-Related Energy Consumption

	value	units	source
Gasoline Consumption by Worker Commute Trips	88	gal	wksht: Construction Fuel Use
Diesel Consumption by Truck Trips	210,387	gal	wksht: Construction Fuel Use

Operational Energy Consumption

	value	units	source
Gasoline Consumption by Worker Commute Trips	40,762	gal/year	wksht: Operational Automotive Fuel Use
Natural Gas Consumption	2,965	MMBtu/yr	wksht: Operational Building Energy Use
Electricity Consumption	658	MWh/yr	wksht: Operational Building Energy Use

Energy Consumption Associated with Building Operations

Natural Gas Consumption

Activity	value	units	Source
Motel	1,753.00	MMBtu/yr	1
High Turnover (Sit Down Restaurant)	1,211.88	MMBtu/yr	1
Total Annual Natural Gas Consumption	**2,965**	MMBtu/yr	summation

Electricity Consumption

Activity	MWh/yr		Source
Motel	380.961	MWh/yr	1
High Turnover (Sit Down Restaurant)	260.3	MWh/yr	1
Parking Lot	17.2	MWh/yr	1
Total Annual Electricity Consumption	**658**	MWh/yr	summation

Sources

1 CalEEMod Output

Operational Consumption of Automotive Fuels

	value	units	source
CalEEMod Calculated Annual VMT	1,044,181	miles	CalEEMod
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	wksht: Veh Fuel Efficiency Rts
Total gasoline used by passenger vehicles	40,762	gal/year	calculation

Construction-Related Fuel Consumption

Off-Road Construction Fuel Use

	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	MT/yr					
2023	0.0000	966.7517	966.7517	0.1076	0.0000	969.4404
2024	0.0000	1179.3790	1179.3790	0.0675	0.0000	1181.0670
Total	0.0000	2146.1307	2146.1307	0.1751	0.0000	2150.5074

0

Source: CalEEMod Output 2

	value	units	source
Diesel Emissions Factor	10.21	kg CO2/gal	2019 Climate Registry Default Emission Factors
Total CO2 Emissions from Off-Road Construction Activity	2,146,131	kg CO2	calculation
Total Diesel Gallons Used from Off-Road Construction Activity	210,199	gal	calculation

On-Road Construction Fuel Use

Trips and VMT

Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Total Worker Travel (VMT)	Total Vendor Travel (VMT)	Total Haul Trip Length (VMT)
Demolition	20.00	0.00	47.00	10.80	7.30	20.00	216	-	940
Site Preparation	10.00	0.00	0.00	10.80	7.30	20.00	108	-	-
Grading	10.00	0.00	0.00	10.80	7.30	20.00	108	-	-
Building Construction	100.00	5.00	0.00	10.80	7.30	20.00	1,080	37	-
Paving	8.00	0.00	0.00	10.80	7.30	20.00	86	-	-
Architectural Coating	60.00	0.00	0.00	10.80	7.30	20.00	648	-	-
Total							2,246	37	940

Source: CalEEMod Output

	value	units	source
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	wksht: Veh Fuel Efficiency Rts
Fuel Efficiency of Haul Trucks	5.18	miles/gal	wksht: Veh Fuel Efficiency Rts
Total Passenger Vehicle VMT	2,246	miles	
Total Heavy Duty Vehicle VMT	977	miles	
Total gasoline used by passenger vehicles	88	gal	calculation. Assume worker trips are made by gas LDVs.
Total diesel used by trucks	188	gal	calculation. Assume vendor and hauling trips are made by diesel HDVs.

Total Construction Fuel Use	value	units	source
Total Diesel Use	210,387	gal	calculation
Total Gasoline Use	88	gal	calculation

Automotive Fuel Consumption Efficiency

EMFAC Output

Source: EMFAC2021 (v1.0.0) Emissions Inventory
Region Type: County
Region: San Diego
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day
LDA	Aggregate	Aggregate	Gasoline	1187996.787	46861890.34	5524322.043	1703.836516
LDT1	Aggregate	Aggregate	Gasoline	133484.8222	4546534.432	581821.2428	199.967695
LDT2	Aggregate	Aggregate	Gasoline	556694.0451	22178208.96	2596753.785	1011.789037
T7 tractor construction	Aggregate	Aggregate	Diesel	1509.656324	65371.70601	7744.53694	12.61754369

Notes: vehicles assumed to be gasoline-powered LDA,LDT1, and LDT2 vehicles.

Fuel Efficiency Rates

	value	units	source
daily VMT by passenger vehicle type			
LDA	51,047,689	miles/day	EMFAC2021-ER-202xClass-SanDiego
LDT1	4,560,456	miles/day	EMFAC2021-ER-202xClass-SanDiego
LDT2	22,504,538	miles/day	EMFAC2021-ER-202xClass-SanDiego
Total passenger vehicles	78,112,683	miles/day	summation
Percent breakdown by daily VMT by vehicle type			
LDA	65.4%	%	calculation
LDT1	5.8%	%	calculation
LDT2	28.8%	%	calculation
Total passenger vehicles	100.0%	%	calculation
Fuel Efficiency by passenger vehicle type			
LDA	27.50	miles/gal	calculation
LDT1	22.74	miles/gal	calculation
LDT2	21.92	miles/gal	calculation
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	sumproduct calculation
Fuel Efficiency of Haul Trucks	5.18	miles/gal	calculation

Source: EMFAC2021 (v1.0.0) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for F

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT
San Diego	2023	LDA	Aggregate	Aggregate	Gasoline	1187996.79	46861890.34
San Diego	2023	LDA	Aggregate	Aggregate	Diesel	6078.69765	189349.3018
San Diego	2023	LDA	Aggregate	Aggregate	Electricity	54726.4141	2588246.332
San Diego	2023	LDA	Aggregate	Aggregate	Plug-in Hyb	29516.9535	1408203.168
San Diego	2023	LDT1	Aggregate	Aggregate	Gasoline	133484.822	4546534.432
San Diego	2023	LDT1	Aggregate	Aggregate	Diesel	67.2334347	995.6320443
San Diego	2023	LDT1	Aggregate	Aggregate	Electricity	204.70193	8437.073155
San Diego	2023	LDT1	Aggregate	Aggregate	Plug-in Hyb	86.4510465	4488.739012
San Diego	2023	LDT2	Aggregate	Aggregate	Gasoline	556694.045	22178208.96
San Diego	2023	LDT2	Aggregate	Aggregate	Diesel	2034.38118	85740.49734
San Diego	2023	LDT2	Aggregate	Aggregate	Electricity	2060.07953	78826.80316
San Diego	2023	LDT2	Aggregate	Aggregate	Plug-in Hyb	3222.12783	161761.4623

RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

CVMT	EVMT	Trips	Energy Cor	NOx_RUNE	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL
46861890.34	0	5524322.04	0	0.04417	0	0.260582	0.001578	0
189349.3018	0	25988.3541	0	0.195716	0	0	0.016951	0
0	2588246.33	273411.264	999276.7	0	0	0	0	0
713916.1791	694286.989	145075.827	209695.4	0.003659	0	0.459349	0.000845	0
4546534.432	0	581821.243	0	0.183654	0	0.463003	0.002599	0
995.6320443	0	195.809938	0	1.546972	0	0	0.271266	0
0	8437.07316	976.699137	3257.407	0	0	0	0	0
2066.321888	2422.41712	424.906894	731.6422	0.003323	0	0.459349	0.000505	0
22178208.96	0	2596753.78	0	0.080877	0	0.357324	0.001623	0
85740.49734	0	9726.18341	0	0.057051	0	0	0.005958	0
0	78826.8032	10584.8585	30433.65	0	0	0	0	0
77473.81663	84287.6457	15836.7583	25457.38	0.003457	0	0.459349	0.000648	0

PM2.5_STF	PM2.5_PM	PM2.5_PM	PM10_RUI	PM10_IDLI	PM10_STR	PM10_PM	PM10_PM	CO2_RUNE	CO2_IDLEX
0.002006	0.002	0.002582	0.001716	0	0.002181	0.008	0.007376	304.3823	0
0	0.002	0.002624	0.017717	0	0	0.008	0.007498	256.4299	0
0	0.002	0.001529	0	0	0	0.008	0.004369	0	0
0.002105	0.002	0.001347	0.000919	0	0.00229	0.008	0.003848	153.6582	0
0.003156	0.002	0.003255	0.002827	0	0.003433	0.008	0.009301	366.7187	0
0	0.002	0.00369	0.283531	0	0	0.008	0.010544	451.797	0
0	0.002	0.001536	0	0	0	0.008	0.004389	0	0
0.001398	0.002	0.001359	0.000549	0	0.00152	0.008	0.003884	139.5235	0
0.001973	0.002	0.003107	0.001765	0	0.002145	0.008	0.008877	381.9072	0
0	0.002	0.00307	0.006227	0	0	0.008	0.008771	348.0913	0
0	0.002	0.001524	0	0	0	0.008	0.004355	0	0
0.001721	0.002	0.001354	0.000705	0	0.001872	0.008	0.003868	145.1622	0

CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNE	N2O_IDLEX	N2O_STRE	ROG_RUNE	ROG_IDLEX	ROG_STRE
71.38017	0.003121	0	0.072391	0.00487	0	0.033325	0.011954	0	0.333858
0	0.001771	0	0	0.040401	0	0	0.038132	0	0
0	0	0	0	0	0	0	0	0	0
74.11669	0.000492	0	0.148238	0.000449	0	0.05631	0.0019	0	0.736284
91.16309	0.010916	0	0.125735	0.012686	0	0.042449	0.049506	0	0.671555
0	0.016002	0	0	0.071181	0	0	0.344512	0	0
0	0	0	0	0	0	0	0	0	0
79.99469	0.000446	0	0.148049	0.000406	0	0.056153	0.001725	0	0.736284
90.30278	0.004112	0	0.086403	0.006716	0	0.038659	0.016304	0	0.403565
0	0.001265	0	0	0.054842	0	0	0.027224	0	0
0	0	0	0	0	0	0	0	0	0
86.39266	0.000464	0	0.148163	0.000423	0	0.056245	0.001795	0	0.736284

ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STRE	TOG_HOTS	TOG_RUNL	TOG_DIUR	NH3_RUNE
0.094614	0.23412	1.466407	0.017441	0	0.365532	0.094614	0.23412	1.466407	0.033772
0	0	0	0.043411	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.035059	0.030534	0.461953	0.002773	0	0.806139	0.035059	0.030534	0.461953	0.019539
0.217236	0.637547	3.519195	0.072225	0	0.735267	0.217236	0.637547	3.519195	0.036099
0	0	0	0.392204	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.020909	0.018301	0.293133	0.002518	0	0.806139	0.020909	0.018301	0.293133	0.019334
0.090118	0.234961	1.480317	0.023789	0	0.441853	0.090118	0.234961	1.480317	0.034934
0	0	0	0.030993	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.022276	0.020426	0.325146	0.00262	0	0.806139	0.022276	0.020426	0.325146	0.020069

CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
0.784446	0	3.223991	0.003009	0	0.000706
0.524788	0	0	0.00243	0	0
0	0	0	0	0	0
0.249513	0	5.410509	0.001519	0	0.000733
1.9184	0	6.337295	0.003625	0	0.000901
1.894686	0	0	0.004281	0	0
0	0	0	0	0	0
0.22656	0	5.410509	0.001379	0	0.000791
0.95141	0	3.762229	0.003776	0	0.000893
0.265012	0	0	0.003298	0	0
0	0	0	0	0	0
0.235717	0	5.410509	0.001435	0	0.000854

Appendix C

Special Status Species List

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site					
Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
San Diego thorn-mint *Acanthomintha ilicifolia*	FT	SE	1B.1	Wetland. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Endemic to active vertisol clay soils of mesas and valleys. Usually on clay lenses within grassland or chaparral communities. 82–3100 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Nuttall's acmispon *Acmispon prostratus*			1B.1	Coastal dunes, coastal scrub. On sand dunes. 0–59 feet in elevation. Blooms March–June (July).	Not expected to occur. Suitable habitat is not present in the project site.
California adolphia *Adolphia californica*			2B.1	Chaparral, coastal sage scrub, valley and foothill grassland. From sandy/gravelly to clay soils within grassland, coastal sage scrub, or chaparral; various exposures. 148–2428 feet in elevation. Blooms December–May.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Shaw's agave *Agave shawii var. shawii*			2B.1	Coastal bluff scrub, coastal scrub. Coastal bluffs and slopes within coastal sage scrub. 33–394 feet in elevation. Blooms September–May.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego bur-sage *Ambrosia chenopodiifolia*			2B.1	Coastal scrub, mostly associated with maritime succulent scrub. Slopes of canyons in open succulent scrub usually with little herbaceous cover. 66–820 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Singlewhorl burrobrush *Ambrosia monogyra*			2B.2	Chaparral, Sonoran desert scrub. Sandy soils. 16–1558 feet in elevation. Blooms August–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego ambrosia *Ambrosia pumila*	FE		1B.1	Chaparral, coastal scrub, valley and foothill grassland. Sandy loam or clay soil; sometimes alkaline. In valleys; persists where disturbance has been superficial. Sometimes on margins or near vernal pools. 10–1903 feet in elevation. Blooms April–October.	Not expected to occur. Suitable habitat is not present in the project site.
Aphanisma *Aphanisma blitoides*			1B.2	Coastal bluff scrub, coastal dunes, coastal scrub. On bluffs and slopes near the ocean in sandy or clay soils. 10–1001 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Del Mar manzanita *Arctostaphylos glandulosa* ssp. *crassifolia*	FE		1B.1	Chaparral. Sandy coastal mesas and ocean bluffs; in chaparral or Torrey pine forest. 98–1198 feet in elevation. Blooms December–June.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Dean's milk-vetch *Astragalus deanei*			1B.1	Chaparral, cismontane woodland, coastal scrub, riparian forest. Open, brushy south-facing slopes in Diegan coastal sage, sometimes on	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
				recently burned-over hillsides. 230–2608 feet in elevation. Blooms February–May.	
Coastal dunes milk-vetch *Astragalus tener* var. *titi*	FE	SE	1B.1	Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 3–148 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.
Coulter's saltbush *Atriplex coulteri*			1B.2	Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Ocean bluffs, ridgetops, as well as alkaline low places. Alkaline or clay soils. 7–1509 feet in elevation. Blooms March–October.	Not expected to occur. Suitable habitat is not present in the project site.
South coast saltscale *Atriplex pacifica*			1B.2	Alkali playa. Coastal scrub, coastal bluff scrub, playas, coastal dunes. Alkali soils. 3–1312 feet in elevation. Blooms March–October.	Not expected to occur. Suitable habitat is not present in the project site.
Golden-spined cereus *Bergerocactus emoryi*			2B.2	Coastal scrub, chaparral, closed-cone coniferous forest. Limited to the coastal belt. 10–1296 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego goldenstar *Bloomeria clevelandii*			1B.1	Wetland. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Mesa grasslands, scrub edges; clay soils. Often on mounds between vernal pools in fine, sandy loam. 164–1526 feet in elevation. Blooms April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
Orcutt's brodiaea *Brodiaea orcuttii*			1B.1	Ultramafic. Vernal pools, valley and foothill grassland, closed-cone coniferous forest, cismontane woodland, chaparral, meadows and seeps. Mesic, clay habitats; sometimes serpentine; usually in vernal pools and small drainages. 98–5299 feet in elevation. Blooms May–July.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Otay Mountain ceanothus *Ceanothus otayensis*			1B.2	Ultramafic. Chaparral. Metavolcanic or gabbroic soils. 246–3806 feet in elevation. Blooms January–April.	Not expected to occur. The project site is outside the known elevation range for this species.
Wart-stemmed ceanothus *Ceanothus verrucosus*			2B.2	Chaparral. 3–1247 feet in elevation. Blooms December–May.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Orcutt's pincushion *Chaenactis glabriuscula* var. *orcuttiana*			1B.1	Coastal bluff scrub, coastal dunes. Sandy sites. 10–262 feet in elevation. Blooms January–August.	Not expected to occur. Suitable habitat is not present in the project site.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	FE	SE	1B.2	Marshes and swamps, coastal dunes, salt marsh, wetland. Limited to the higher zones of salt marsh habitat. 0–33 feet in elevation. Blooms May–October.	Not expected to occur. Suitable habitat is not present in the project site.
Orcutt's spineflower *Chorizanthe orcuttiana*	FE	SE	1B.1	Coastal scrub, chaparral, closed-cone coniferous forest. Sandy sites and openings; sometimes in transition zones. 10–410 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.
Long-spined spineflower *Chorizanthe polygonoides* var. l*ongispina*			1B.2	Ultramafic. Chaparral, coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Gabbroic clay. 98–5052 feet in elevation. Blooms April–July.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Delicate clarkia *Clarkia delicata*			1B.2	Ultramafic. Cismontane woodland, chaparral. Often on gabbro soils. 164–4462 feet in elevation. Blooms April–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Summer holly *Comarostaphylis diversifolia* ssp. *diversifolia*			1B.2	Chaparral, cismontane woodland. Often in mixed chaparral in California, sometimes post-burn. 98–3100 feet in elevation. Blooms April–June.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
San Diego sand aster *Corethrogyne filaginifolia* var. *incana*			1B.1	Coastal scrub, coastal bluff scrub, chaparral. Most sites are disturbed, so hard to tell. Possibly in disturbed sites and ecotones. 10–377 feet in elevation. Blooms June–September.	Not expected to occur. Suitable habitat is not present in the project site.
Del Mar Mesa sand aster *Corethrogyne filaginifolia* var. *linifolia*			1B.1	Chaparrall, coastal scrub, coastal bluff scrub. In coastal, shrubby communities on maritime sediments and conglomerates; in openings. 49–492 feet in elevation. Blooms May–September.	Not expected to occur. Suitable habitat is not present in the project site.
Snake cholla *Cylindropuntia californica* var. *californica*			1B.1	Chaparral, coastal scrub. 49–951 feet in elevation. Blooms April–May.	Not expected to occur. Suitable habitat is not present in the project site.
Otay tarplant *Deinandra conjugens*	FT	SE	1B.1	Coastal scrub, valley and foothill grassland. Coastal plains, mesas, and river bottoms; often in open, disturbed areas; clay soils. 197–902 feet in elevation. Blooms (April), May–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Orcutt's bird's-beak *Dicranostegia orcuttiana*			2B.1	Coastal scrub. Found in coastal scrub associations on slopes; also reported from intermittently moist swales, and in washes. 0–656 feet in elevation. Blooms (March), April–July (September).	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site					
Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Orcutt's dudleya *Dudleya attenuata* ssp. *attenuata*			2B.1	Coastal scrub, coastal bluff scrub, chaparral. Rocky mesas, canyons, and ridges. 10–164 feet in elevation. Blooms May–July.	Not expected to occur. Suitable habitat is not present in the project site.
Blochman's dudleya *Dudleya blochmaniae* ssp. *blochmaniae*			1B.1	Coastal scrub, coastal bluff scrub, chaparral, valley and foothill grassland. Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little soil. 16–1476 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Short-leaved dudleya *Dudleya brevifolia*		SE	1B.1	Chaparral, coastal scrub. On Torrey sandstone soils; in pebbly openings. 98–410 feet in elevation. Blooms April–May.	Not expected to occur. Suitable habitat is not present in the project site.
Variegated dudleya *Dudleya variegata*			1B.2	Chaparral, coastal scrub, cismontane woodland, valley and foothill grassland. In rocky or clay soils; sometimes associated with vernal pool margins. 10–1903 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Sticky dudleya *Dudleya viscida*			1B.2	Coastal scrub, coastal bluff scrub, chaparral, cismontane woodland. On north and south-facing cliffs and banks. 33–1804 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.
Palmer's goldenbush *Ericameria palmeri* var. *palmeri*			1B.1	Coastal scrub, chaparral. On granitic soils, on steep hillsides. Mesic sites. 16–2051 feet in elevation. Blooms (July), September–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego button-celery *Eryngium aristulatum* var. *parishii*	FE	SE	1B.1	Vernal pools, coastal scrub, valley and foothill grassland, wetland. San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub. 49–2887 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Sand-loving wallflower *Erysimum ammophilum*			1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 0–197 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Cliff spurge *Euphorbia misera*			2B.2	Coastal bluff scrub, coastal scrub, Mojavean desert scrub. Rocky sites. 10–1411 feet in elevation. Blooms December–August (October).	Not expected to occur. Suitable habitat is not present in the project site.
San Diego barrel cactus *Ferocactus viridescens*			2B.1	Chaparral, coastal scrub, valley and foothill grassland. Often on exposed, level or south-sloping areas; often in coastal scrub near crest of slopes. 10–1608 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site					
Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Palmer's frankenia *Frankenia palmeri*			2B.1	Wetland. Coastal dunes, marshes (coastal salt), playas. 0–33 feet in elevation. Blooms May–July.	Not expected to occur. Suitable habitat is not present in the project site.
Mexican flannelbush *Fremontodendron mexicanum*	FE		1B.1	Ultramafic. Closed-cone coniferous forest, chaparral, cismontane woodland. Usually scattered along the borders of creeks or in dry canyons; found on gabbro, serpentine, or metavolcanics. 984–1608 feet in elevation. Blooms March–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Campbell's liverwort *Geothallus tuberosus*			1B.1	Coastal scrub, vernal pools. Liverwort known from mesic soil. 33–1969 feet in elevation. Blooms .	Not expected to occur. Suitable habitat is not present in the project site.
San Diego gumplant *Grindelia hallii*			1B.2	Meadows, valley and foothill grassland, chaparral, lower montane coniferous forest. Frequently occurs in low moist areas in meadows; associated species commonly include *Wyethia, Ranunculus, Sidalcea*. 607–5725 feet in elevation. Blooms May–October.	Not expected to occur. The project site is outside the known elevation range for this species.
Beach goldenaster *Heterotheca sessiliflora* ssp. *sessiliflora*			1B.1	Coastal dunes, coastal scrub, chaparral (coastal). Sandy sites. 0–16 feet in elevation. Blooms March–December.	Not expected to occur. Suitable habitat is not present in the project site.
Decumbent goldenbush *Isocoma menziesii* var. *decumbens*			1B.2	Coastal scrub, chaparral. Sandy soils; often in disturbed sites. 3–3002 feet in elevation. Blooms April–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego marsh-elder *Iva hayesiana*			2B.2	Alkali playa, wetland. Marshes and swamps, playas. Riverwashes. 3–1411 feet in elevation. Blooms April–October.	Not expected to occur. Suitable habitat is not present in the project site.
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*			1B.1	Alkali playa, wetland. Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 3–4511 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Heart-leaved pitcher sage *Lepechinia cardiophylla*			1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland. 1706–4495 feet in elevation. Blooms April–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Sea dahlia *Leptosyne maritima*			2B.2	Coastal scrub, coastal bluff scrub. Occurs on a variety of soil types, including sandstone. 16–607 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site					
Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Willowy monardella *Monardella viminea*	FE	SE	1B.1	Coastal scrub, chaparral, riparian forest, riparian scrub, riparian woodland. In canyons, in rocky and sandy places, sometimes in washes or floodplains; with *Baccharis, Iva*, etc. Alluvial, ephemeral washes with adjacent coastal scrub. 148–755 feet in elevation. Blooms June–August.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present on the project site.
Mud nama *Nama stenocarpa*			2B.2	Wetland. Marshes and swamps. Lake shores, river banks, intermittently wet areas. 16–1640 feet in elevation. Blooms January–July.	Not expected to occur. Suitable habitat is not present in the project site.
Spreading navarretia *Navarretia fossalis*	FT		1B.1	Alkali playa, wetland. Vernal pools, chenopod scrub, marshes and swamps, playas. San Diego hardpan and San Diego claypan vernal pools; in swales and vernal pools, often surrounded by other habitat types. 49–2789 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Prostrate vernal pool navarretia *Navarretia prostrata*			1B.1	Wetland. Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 10–4052 feet in elevation. Blooms April–July.	Not expected to occur. Suitable habitat is not present in the project site.
Coast woolly-heads *Nemacaulis denudata* var. *denudata*			1B.2	Coastal dunes. 0–328 feet in elevation. Blooms April–September.	Not expected to occur. Suitable habitat is not present in the project site.
Slender cottonheads *Nemacaulis denudata* var. *gracilis*			2B.2	Coastal dunes, desert dunes, Sonoran desert scrub. In dunes or sand. -164–1312 feet in elevation. Blooms (March), April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
California Orcutt grass *Orcuttia californica*	FE	SE	1B.1	Vernal pools, wetland. 33–2165 feet in elevation. Blooms April–August.	Not expected to occur. Suitable habitat is not present in the project site.
Baja California birdbush *Ornithostaphylos oppositifolia*		SE	2B.1	Chaparral. Associated with *Ceanothus verrucosus* and *Salvia mellifera* in California. 180–2625 feet in elevation. Blooms January–April.	Not expected to occur. The project site is outside the known elevation range for this species.
Brand's star phacelia *Phacelia stellaris*			1B.1	Coastal scrub, coastal dunes. Open areas. 3–1312 feet in elevation. Blooms March–June.	Not expected to occur. Suitable habitat is not present in the project site.
Torrey pine *Pinus torreyana* ssp. *torreyana*			1B.2	Closed-cone coniferous forest, chaparral. On dry, sandstone slopes. 230–525 feet in elevation.	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
San Diego mesa mint *Pogogyne abramsii*	FE	SE	1B.1	Vernal pools, wetland. Vernal pools within grasslands, chamise chaparral, or coastal sage scrub communities. 230–640 feet in elevation. Blooms March–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Otay Mesa mint *Pogogyne nudiuscula*	FE	SE	1B.1	Vernal pools, wetland. Dry beds of vernal pools and moist swales with *Eryngium aristulatum* var. *parishii* and *Orcuttia californica*. 443–541 feet in elevation. Blooms May–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Nuttall's scrub oak *Quercus dumosa*			1B.1	Closed-cone coniferous forest, chaparral, coastal scrub. Generally on sandy soils near the coast; sometimes on clay loam. 49–1312 feet in elevation. Blooms February–April (May) (August).	Not expected to occur. Suitable habitat is not present in the project site.
Santa Catalina Island currant *Ribes viburnifolium*			1B.2	Chaparral, cismontane woodland. Among shrubs in canyons. 98–1001 feet in elevation. Blooms February–April.	Not expected to occur. Suitable habitat is not present in the project site.
Small-leaved rose *Rosa minutifolia*		SE	2B.1	Coastal scrub, chaparral. In the United States, on cobbly soil at the head of a small, dry canyon on Otay Mesa. 492–525 feet in elevation. Blooms January–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Munz's sage *Salvia munzii*			2B.2	Coastal scrub, chaparral. Rolling hills and slopes, in rocky soil. 115–1886 feet in elevation. Blooms February–April.	Not expected to occur. Suitable habitat is not present in the project site.
Chaparral ragwort *Senecio aphanactis*			2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 66–2805 feet in elevation. Blooms January–April (May).	Not expected to occur. Suitable habitat is not present in the project site.
Salt Spring checkerbloom *Sidalcea neomexicana*			2B.2	Wetland. Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. 0–5020 feet in elevation. Blooms March–June.	Not expected to occur. Suitable habitat is not present in the project site.
Bottle liverwort *Sphaerocarpos drewei*			1B.1	Chaparral, coastal scrub. Liverwort in openings; on soil. 295–1969 feet in elevation.	Not expected to occur. The project site is outside the known elevation range for this species.
Purple stemodia *Stemodia durantifolia*			2B.1	Sonoran desert scrub. Sandy soils; mesic sites. 115–1263 feet in elevation. Blooms January–December.	Not expected to occur. Suitable habitat is not present in the project site.
Oil neststraw *Stylocline citroleum*			1B.1	Chenopod scrub, coastal scrub, valley and foothill grassland. Flats, clay soils in oil-producing areas. 164–1312 feet in elevation. Blooms March–April.	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site					
Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Estuary seablite *Suaeda esteroa*			1B.2	Salt marsh, Wetland. Marshes and swamps. Coastal salt marshes in clay, silt, and sand substrates. 0–16 feet in elevation. Blooms May–October (January).	Not expected to occur. Suitable habitat is not present in the project site.
Parry's tetracoccus *Tetracoccus dioicus*			1B.2	Ultramafic. Chaparral, coastal scrub. Stony, decomposed gabbro soil. 541–3281 feet in elevation. Blooms April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
California screw moss *Tortula californica*			1B.2	Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil. 33–4790 feet in elevation.	Not expected to occur. Suitable habitat is not present in the project site.

Notes: CRPR = California Rare Plant Rank

1. Legal Status Definitions

Federal:

FE Endangered (legally protected by ESA)

FT Threatened (legally protected by ESA)

State:

SE Endangered (legally protected by CESA)

California Rare Plant Ranks:

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)

0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)

2. Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

Could occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Likely to occur: Suitable habitat is available and there have been nearby recorded occurrences of the species.

Sources: CNDDB 2020; CNPS 2020

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Amphibians and Reptiles				
Southern California legless lizard *Anniella stebbinsi*		SSC	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub. Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.	Not expected to occur. There is no suitable habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	
California glossy snake *Arizona elegans occidentalis*		SSC	Patchily distributed from the eastern portion of San Francisco bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	Not expected to occur. There is no suitable habitat in the project site.
Coastal whiptail *Aspidoscelis tigris stejnegeri*		SSC	Found in deserts and semiarid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	Not expected to occur. There is no suitable habitat in the project site.
Green sea turtle *Chelonia mydas*	FT		Marine bay. Marine. Completely herbivorous; needs adequate supply of seagrasses and algae.	Not expected to occur. There is no suitable habitat in the project site.
Red-diamond rattlesnake *Crotalus ruber*		SSC	Chaparral, Mojavean desert scrub, Sonoran desert scrub. Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	Not expected to occur. There is no suitable habitat in the project site.
Baja California coachwhip *Masticophis fuliginosus*		SSC	In California restricted to southern San Diego County, where it is known from grassland and coastal sage scrub. Open areas in grassland and coastal sage scrub	Not expected to occur. There is no suitable habitat in the project site.
Coast horned lizard *Phrynosoma blainvillii*		SSC	Chaparral, cismontane woodland, coastal bluff scrub, coastal scrub, desert wash, pinyon and juniper woodlands, riparian scrub, riparian woodland, valley and foothill grassland. Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not expected to occur. There is no suitable habitat in the project site.
Coast patch-nosed snake *Salvadora hexalepis virgultea*		SSC	Coastal scrub. Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.	Not expected to occur. There is no suitable habitat in the project site.
Western spadefoot *Spea hammondii*		SSC	Cismontane woodland, coastal scrub, valley and foothill grassland, vernal pool, and wetlands. Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not expected to occur. There is no suitable habitat in the project site.
Two-striped gartersnake *Thamnophis hammondii*		SSC	Marsh and swamp, riparian scrub, riparian woodland, wetland. Coastal California from vicinity of Salinas to northwest Baja California. From sea to	Not expected to occur. There is no suitable habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			about 7,000 feet elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	
Birds*				
tricolored blackbird *Agelaius tricolor* (nesting colony)		ST SSC	Freshwater marsh, marsh and swamp, swamp, wetland. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	Not expected to occur. Suitable nesting habitat is not present in the project site.
Burrowing owl *Athene cunicularia* (burrow sites)		SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley and foothill grassland. Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Not expected to occur. There is no suitable burrow habitat in the project site.
Swainson's hawk *Buteo swainsoni* (nesting)		ST	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Not expected to occur. There is no suitable nesting habitat in the project site.
Coastal cactus wren *Campylorhynchus brunneicapillus sandiegensis* (nesting)		SSC	Coastal scrub. Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.	Not expected to occur. There is no suitable nesting habitat in the project site.
Western snowy plover *Charadrius alexandrinus nivosus* (nesting)	FT	SSC	Great Basin standing waters, sand shore, wetland. Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	Not expected to occur. There is no suitable nesting habitat in the project site.
Northern harrier *Circus cyaneus* (nesting)		SSC	Coastal scrub, Great Basin grassland, marsh and swamp, riparian scrub, valley and foothill grassland, and wetlands. Coastal salt and fresh-water marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	Not expected to occur. There is no suitable nesting habitat in the project site.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest. Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with	Not expected to occur. There is no suitable nesting habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
(nesting)			cottonwoods, with lower story of blackberry, nettles, or wild grape.	
Yellow rail *Coturnicops noveboracensis* (year-round)		SSC	Freshwater marsh, meadow and seep. Summer resident in eastern Sierra Nevada in Mono County. Fresh-water marshlands.	Not expected to occur. There is no suitable nesting or wintering habitat in the project site.
Southwestern willow flycatcher *Empidonax traillii extimus* (nesting)	FE	SE	Riparian woodland. Riparian woodlands in Southern California.	Not expected to occur. There is no suitable nesting habitat in the project site.
American peregrine falcon *Falco peregrinus anatum* (nesting)	FD	SD FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not expected to occur. There is no suitable nesting habitat in the project site. While the species could fly through or forage in or adjacent to the project site, this would be highly incidental.
Least bittern *Ixobrychus exilis* (nesting)		SSC	Marsh and swamp, wetlands. Colonial nester in marshlands and borders of ponds and reservoirs which provide ample cover. Nests usually placed low in tules, over water.	Not expected to occur. There is no suitable nesting habitat in the project site.
California black rail *Laterallus jamaicensis coturniculus* (nesting)		ST FP	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Not expected to occur. There is no suitable nesting habitat in the project site.
Belding's savannah sparrow *Passerculus sandwichensis beldingi* (nesting)		SE	Marsh and swamp, wetlands. Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in *Salicornia* on and about margins of tidal flats.	Not expected to occur. There is no suitable nesting habitat in the project site.
California brown pelican *Pelecanus occidentalis californicus* (Nesting colony & communal roosts)	FD	SD FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.	Not expected to occur. There is no suitable nesting or roost habitat in the project site.
Coastal California gnatcatcher *Polioptila californica californica* (nesting)	FT	SSC	Coastal bluff scrub, coastal scrub. Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	Not expected to occur. There is no suitable nesting habitat in the project site.
Light-footed Ridgway's rail *Rallus obsoletus levipes* (year-round)	FE	SE FP	Marsh and swamp, salt marsh, wetland. Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.	Not expected to occur. There is no suitable nesting or wintering habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Yellow warbler *Setophaga petechia* (nesting)		SSC	Riparian forest, riparian scrub, riparian woodland. Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	Not expected to occur. There is no suitable nesting habitat in the project site.
California least tern *Sternula antillarum browni* (Nesting colony)	FE	SE FP	Alkali playa, wetland. Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	Not expected to occur. There is no suitable nesting habitat in the project site.
Least Bell's vireo *Vireo bellii pusillus* (nesting)	FE	SE	Riparian forest, riparian scrub, riparian woodland. Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, *Baccharis*, mesquite.	Not expected to occur. There is no suitable nesting habitat in the project site.
Fish				
Steelhead - southern California DPS *Oncorhynchus mykiss irideus* pop. 10	FE		Aquatic. South coast flowing waters. Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	Not expected to occur. The project site does not contain aquatic habitat.
Invertebrates				
Crotch bumble bee *Bombus crotchii*		SC	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia*, and *Eriogonum*.	Not expected to occur. The project site is developed land (i.e., pavement) and does not contain native vegetation and therefore does not provide suitable habitat for this species.
San Diego fairy shrimp *Branchinecta sandiegonensis*	FE		Chaparral, coastal scrub, vernal pool, wetland. Endemic to San Diego and Orange County mesas. Vernal pools.	Not expected to occur. There is no suitable habitat in the project site.
Quino checkerspot butterfly *Euphydryas editha quino*	FE		Chaparral, coastal scrub. Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties. Hills and mesas near the coast. need high densities of food plants *Plantago erecta*, *P. insularis, Orthocarpus purpurescens*	Not expected to occur. Suitable habitat, including food plants, is not present in the project site.
Hermes copper butterfly *Lycaena hermes*	FC		Chaparral, coastal scrub. Found in southern mixed chaparral and coastal sage scrub at western edge of Laguna Mountains. Host plant is *Rhamnus crocea*. Although *R. crocea* is widespread throughout the coast range, *Lycaena hermes* is not.	Not expected to occur. Suitable habitat, including the host plant, is not present in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Riverside fairy shrimp *Streptocephalus woottoni*	FE		Coastal scrub, valley and foothill grassland, vernal pool, wetland. Endemic to W RIV, ORA and SDG counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.	Not expected to occur. There is no suitable habitat in the project site.
Mammals				
Pallid bat *Antrozous pallidus*		SSC	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert scrub, upper montane coniferous forest, valley and foothill grassland. Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not expected to occur. The vacant portion of the Annex building could provide suitable bat roost habitat. However, pallid bat appears to be intolerant of most human land-use practices and is all but absent from urban and suburban areas, with only one roost of coastal pallid bat known from San Diego county (Tremor et al 2017). Therefore, because the project site is in an urban, developed area in proximity to the San Diego International Airport, the high level of high human disturbance likely precludes this species from occurring in the project site.
Dulzura pocket mouse *Chaetodipus californicus femoralis*		SSC	Chaparral, coastal scrub, valley and foothill grassland. Variety of habitats including coastal scrub, chaparral and grassland in San Diego County. Attracted to grass-chaparral edges.	Not expected to occur. Suitable habitat is not present in the project site.
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*		SSC	Chaparral, coastal scrub. Coastal scrub, chaparral, grasslands, and sagebrush in western San Diego County. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.	Not expected to occur. Suitable habitat is not present in the project site.
Mexican long-tongued bat *Choeronycteris mexicana*		SSC	Pinyon and juniper woodlands, riparian scrub, Sonoran thorn woodland. Occasionally found in San Diego County, which is on the periphery of their range. In San Diego, this species mostly occurs during fall and winter. Feeds on nectar and pollen of night-blooming succulents and nonnative plants used for landscaping. Roosts in relatively well-lit caves, and in and around buildings.	May occur. The Annex building could provide low-quality artificial, temporary roost habitat.
Spotted bat *Euderma maculatum*		SSC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Roosts in high rocky cliffs near wide expanses of open habitat.	Not expected to occur. Spotted bat is a rare species in California and elsewhere. Suitable roost and foraging habitat are not present in the project site. Few observations of spotted bat roosting on the outside of buildings in San Diego county may have been from temporary roosting situations (Tremor et al 2017).
Western mastiff bat *Eumops perotis californicus*		SSC	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Many open, semi-arid	Not expected to occur. Suitable roost and foraging habitat are not present in the project

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in steep rocky cliffs, rock quarries, areas with large granitic boulders and occasionally tall buildings. Requires a clear vertical drop of at least 9 feet below its roost entrance for flight.	site. Western mastiff bat rarely roosts in palm trees in San Diego county but likely only on a temporary basis during local migrations or after a night of foraging (Tremor et al 2017). Western mastiff bat may forage in the project vicinity and use the palm trees in the project site as stopover or temporary roost habitat, but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to lack of suitable habitat.
Western red bat *Lasiurus blossevillii*		SSC	Cismontane woodland, lower montane coniferous forest, riparian forest, riparian woodland. Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Not expected to occur. Suitable roost and foraging habitat are not present in the project site. May forage in the project vicinity (riparian areas along the San Diego River or wooded urban parks or neighborhoods) and use trees or shrubs in the project site as stopover or temporary roost habitat but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to lack of preferred wooded habitat and roost trees.
Western yellow bat *Lasiurus xanthinus*		SSC	Desert wash. Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in foliage, particularly in the skirts of dead fronds around the trunks of untrimmed palm trees. Forages over water and among trees. Appears to be expanding its range into developed areas, including rural and suburban environments with planted palms and artificial water sources.	Not expected to occur. Western yellow bat is an uncommon species in California and a rare vagrant in some parts of the San Diego urban area (Stokes, pers. comm. 2020). May forage in the project vicinity (riparian areas along the San Diego River) and use palm trees in the project site as stopover or temporary roost habitat but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to the urban environment and lack of preferred habitat.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*		SSC	Coastal scrub. Intermediate canopy stages of shrub habitats and open shrub / herbaceous and tree / herbaceous edges. Coastal sage scrub habitats in Southern California.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego desert woodrat *Neotoma lepida intermedia*		SSC	Coastal scrub. Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops and rocky cliffs and slopes.	Not expected to occur. Suitable habitat is not present in the project site.
Pocketed free-tailed bat *Nyctinomops femorosaccus*		SSC	Joshua tree woodland, pinyon and juniper woodlands, riparian scrub, Sonoran desert scrub. Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian. Roosts in crevices and	Not expected to occur. Suitable roost habitat is not present in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			fractures in steep rocky cliff faces, rocky outcrops, and abandoned quarries.	
Big free-tailed bat *Nyctinomops macrotis*		SSC	Low-lying arid areas in Southern California. Roosts primarily in crevices and fractures in steep rocky cliff faces, rock outcrops, and abandoned quarries. Occasionally found roosting in or on tall structures. Feeds principally on large moths.	Not expected to occur. Suitable roost habitat is not present in the project site and no colonies of this species have been found in San Diego county, where it is likely a migrant to or through the area (Tremor et al 2017).
Pacific pocket mouse *Perognathus longimembris pacificus*	FE	SSC	Coastal scrub. Inhabits the narrow coastal plains from the Mexican border north to El Segundo, Los Angeles County. Seems to prefer soils of fine alluvial sands near the ocean, but much remains to be learned.	Not expected to occur. Suitable habitat is not present in the project site.
American badger *Taxidea taxus*		SSC	Alkali marsh, alkali playa, alpine, alpine dwarf scrub, bog a fen, brackish marsh, broadleaved upland forest, chaparral, chenopod scrub, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. Suitable habitat is not present in the project site.

Notes: CNDDB = California Natural Diversity Database; DPS = distinct population segment: ESU = evolutionarily significant unit.

*Because the distribution and abundance of individual bird species varies seasonally, the season, or life phase, during which the species is of conservation concern in California is provided in parentheses beneath the bird species scientific name. There is potential for any of these bird species to fly over or pass through the project site, however, these species would not necessarily be nesting on or otherwise residing on the project site during the season or life phase when the species is of conservation concern in California.

[1] Legal Status Definitions

Federal:

FE Endangered (legally protected)
FT Threatened (legally protected)
FD Delisted
MMPA Marine Mammal Protection Act

State:
FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SD Delisted
SE Endangered (legally protected)
ST Threatened (legally protected)

[2.] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Likely to occur: Suitable habitat is available and there have been nearby recorded occurrences of the species.

Sources: CNDDB 2020; eBird 2020; Stokes, pers. comm. 2020; Tremor et. al. 2017

References:

Stokes, Drew. Field Biologist. San Diego Natural History Museum, San Diego, CA. August 11, 2020—telephone conversation to Pam Brillante of Ascent Environmental regarding special-status bats in San Diego.

Tremor, S., D. Stokes, W. Spencer, J. Diffendorfer, H. Thomas, S. Chivers, P. Unitt. 2017 (August). *San Diego County Mammal Atlas*. San Diego, CA: San Diego Natural History Museum.

Appendix D

Historic Resources Evaluation Report

Historic Resource Evaluation Report
for the
STAY OPEN San Diego Hotel Project

Prepared for:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA

March 2021

Historic Resource Evaluation Report

for the

STAY OPEN San Diego Hotel Project

Prepared By:

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March 2021

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EXECUTIVE SUMMARY

Purpose and Scope:

Ascent was retained by the San Diego Unified Port District to conduct this Historical Resource Evaluation Report for the STAY OPEN San Diego hotel project. The historical resources study area consists of the single historic-period building on the project development site and the adjacent historic-period building to the north.

Ascent inventoried and evaluated the properties under the criteria of the California Register of Historical Resources, the National Register of Historic Places, and the City of San Diego Register in order to determine if the project has the potential to cause a substantial adverse change to historical resources under CEQA. The documentation complies with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Conclusion and Recommendations:

As described in detail in this report and on the accompanying Department of Parks and Recreation series form addressing the properties, this analysis finds that the buildings do not appear to meet the criteria for listing on any of the registers, and do not appear to be a historical resource for the purposes of CEQA, because of a lack of significance and compromised physical integrity that precludes direct association to the historic period.

Personnel Qualifications:

Alta Cunningham has over 19 years of experience in the environmental consulting field. Her experience as an architectural historian includes archival research, historic building and structure surveys and evaluations, evaluating project for consistency with the Secretary of the Interior's Standards, and cultural resources documentation for NEPA and CEQA projects ranging from single building evaluations to district-wide surveys for CEQA, PRC 5024, and Section 106 compliance documents. Alta has completed evaluations for higher education facilities, California's correctional facilities, pre and post-World War II residential and commercial buildings, agricultural properties, and water conveyance systems. Alta received her Bachelor of Science in History from the University of California, Davis, and a Master of Arts in Historic Preservation from the Savannah College of Art and Design. She meets the Secretary of the Interior's Professional Qualification Standards for architectural history and history.

Emilie Zelazo has 16 years of environmental compliance and cultural resource management experience in California, Arizona, and the Great Basin. Her experience includes NEPA and CEQA document preparation, as well as cultural resources technical document preparation and oversight for CEQA, PRC 5024, and Section 106 compliance documents. Emilie has field and reporting experience in the Central Valley, Sierra Nevada foothills, San Francisco Peninsula, Southern California, and the Great Basin, as well as in parts of Nevada and southwestern Arizona. She has worked in coordination with various government agencies including the National Park Service, Bureau of Land Management, US Forest Service, US Army Corps of Engineers, Federal Aviation Agency, Federal Highways Administration, US Department of the Army, and California Department of Transportation (Caltrans). Emilie meets the Secretary of the Interior's Standards for both archaeology and architectural history.

1 INTRODUCTION

The San Diego Unified Port District (District) retained Ascent Environmental (Ascent) to complete a Historical Resource Evaluation Report (HRER) for the STAY OPEN San Diego hotel (project). STAY OPEN San Diego, LLC, as the project proponent, proposes to develop the existing District Annex Building and associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel.

Ascent conducted this HRER in compliance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This HRER details the methods and results of the study, which consisted of an archival review, field survey, and research of comparative studies, in support of the evaluation of the property.

1.1 PROJECT DESCRIPTION

STAY OPEN San Diego, LLC (STAY OPEN), as the Project proponent, proposes to develop the southern half of the existing San Diego Unified Port District (District) Annex Building (Annex Building) and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel (Project). The Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and approximately 49,000 square foot landscaped parking area and would include the following components:

- A lobby indoor/outdoor bar and café with tables and benches.
- A rooftop restaurant and bar with tables and benches.
- Lower cost overnight accommodation options including PODs in shared rooms, beds in private rooms with and without bathrooms, and shared bathroom facilities.
- Parking stalls for hotel and restaurant guests, overnight campervan rentals, and designated parking for shared transportation vehicles including scooters and bicycles.

The Project would renovate the rooftop and an unused and vacant portion of the existing Annex Building to develop the STAY OPEN hotel. Existing walls, decking, and foundation would be demolished within the vacant portion of the Annex Building and micro piledriving would occur along the exterior of the structure. A second story would be added to the rooftop of the Annex Building and the existing roof would be extended on the west and south sides to increase the building area. The maximum building height would not be more than 50 feet above the current top of the floor slab of the Annex Building, including the elevator penthouse and approximately 10-foot elevator cars. The District's existing office space within the Annex Building would not be included in the Project.

Building materials for the hotel would consist of concrete, steel, and glass. All hardscaping, roofing, and deck materials would be constructed using light-colored and reflective material to reduce heat buildup in the building and reduce the heat island effect. Santa Barbara thru-color finish stucco would be painted on the exterior to match the existing concrete exterior of the Annex Building. The atrium skylight and all windows would be made from clear, low-e, low-reflectance glass in an aluminum storefront system painted to match the structural steel of the building. The vertical aluminum fins shown on the west elevation would be painted dark brown to match the metal used on the windows and atrium.

1.2 STUDY LOCATION

The project site is located in the City of San Diego, north of Downtown San Diego and south of Old Town (see Figure 1-1). The site is bordered to the west by the San Diego International Airport and to the east by light rail and Union Pacific railroad tracks and Interstate 5 to the east. North San Diego Bay is located approximately 0.6-mile southwest.

The project is located within Planning Subarea 29 in Planning District 2 (Harbor Island/Lindbergh Field) of the certified Port Master Plan (San Diego Unified Port District 2020). Lindbergh Field includes the transportation hub of San Diego International Airport and is oriented towards commercial and industrial uses. Planning Subarea 29 contains primarily airport related commercial uses, including car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, and aircraft maintenance uses.

Ascent has prepared this HRER to comply with CEQA documentation for the project. The historical resources study area (see Figure 1-2) consists of the single building on the project development site (former Budget Rental Building) and the adjacent building to the north (Port Administration Building).

1.3 REGULATORY CONTEXT

1.3.1 Federal

NATIONAL HISTORIC PRESERVATION ACT

Historic properties are protected through the National Historic Preservation Act (NHPA) of 1966 (16 USC 470f) and its implementing regulations (16 USC 470 et seq., 36 CFR 800, 36 CFR 60, and 36 CFR 63). The NHPA establishes the federal government's policy on historic preservation and the programs, including the National Register of Historic Places (National Register), through which that policy is implemented. Under the NHPA, historic properties include "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places" (16 USC 470w (5)).

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

   Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

   Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Source: Adapted by Ascent Environmental in 2021

Figure 1-1 Regional Location

Source: Adapted by Ascent Environmental in 2021

Figure 1-2 Historical Resources Study Area

1.3.2 State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

All properties in California that are listed in or formally determined eligible for listing in the NRHP are eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria for significance:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A property must have both significance and integrity to be considered eligible for listing in the CRHR. Loss of integrity, if sufficiently great, will overwhelm the historical significance of a resource and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. Integrity is evaluated by regarding the property's retention of its location, design, setting, workmanship, materials, feeling, and association to its period of significance. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven factors and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires public agencies to consider the effects of their actions on "historical resources," and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

1.3.3 Local

SAN DIEGO REGISTER OF HISTORIC RESOURCES

The Historical Resources Guidelines of the City of San Diego's Land Development Manual identifies the criteria under which a resource may be historically designated. It states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historic resource by the City of San Diego Historical Resources Board if it meets one of the following designation criteria:

A. Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development; or

B. Identified with persons or events significant in local, state, or national history; or

C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship; or

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman; or

E. Is listed or has been determined eligible by the National Park Service for listing in the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office for listing in the California Register of Historical Resources; or

F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of the above criteria, a City of San Diego Register-eligible property must also retain sufficient integrity to convey its significance. Although the City's municipal code does use a 45-year threshold to review properties, which may be adversely impacted by development, a property need not be 45 years of age to be eligible for listing on the City's register.

The City's historic preservation program provides for the designation of individually significant resources as well as historic districts. A historic district is defined by the City's municipal code as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or styles in the history and development of the City."

2 STUDY METHODS

2.1 RECORDS SEARCH AND LITERATURE REVIEW

Ascent obtained a cultural resources records search form the South Coastal Information Center (SCIC), which is located at San Diego State University and is part of the California Historical Resources Information System. The records search and literature review provides for identification of previously documented archaeological and architectural resources within and near the project site and is useful for developing a context to frame assessments of resource significance. The SCIC reported results of the record search on December 3, 2020, which revealed that the buildings have not been previously identified as historical resources (see Appendix A).

The records search revealed that a total of 33 cultural resources surveys have been conducted within a quarter-mile radius of the historic resources study area. Of these, 10 have covered at least some portion of the study area (Table 1). Within a quarter-mile radius of the study area, the record search revealed the presence of 35 previously recorded cultural resources (Table 2); all are historic period resources. Only one previously recorded resource is located within the project area; resource P-37-015554 is the footbridge that crosses over the Pacific Highway from the Budget Building on the project site.

Table 1 Previous Reports Identified Within the Study Area

Report Number	Author	Year	Title
SD-03461	Carolyn Kyle and Roxana L. Phillips	1998	Cultural Resource Constraint Study for the North Bay Redevelopment Project City of San Diego, California
SD-04867	KEA Environmental	1996	General Dynamic Facilities Demolition Project: Final EIR
SD-08451	Ray Brandes	1981	Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981
SD-10825	Various	None listed	General Dynamics Facilities, 3302 Pacific Highway, San Diego, Ca
SD-11955	Steve Kim	2008	Proposed Federal Aviation Administration (FAA) Airport Surface Detection Equipment Model X (Asde-X) Upgrade System to Serve San Diego International Airport (SAN), San Diego, California
SD-14740	City of San Diego	2014	Sewer Group Job 743
SD-15065	Carole Denardo, Rachael Greenlee, and Caprice Harper	2012	Mid-Coast Corridor Transit Project: Archaeological Survey Report, San Diego, California
SD-15066	SANDAG	2013	Mid-Coast Corridor Transit Project: Historic Property Effects Report
SD-17661	Brian Williams	2019	Archaeological Resources Monitoring Results for Construction of San Diego Gas & Electric's Vine Substation Project, San Diego County, California
SD-17800	Brian Williams	2019	Final Archaeological Resources Monitoring Results for Construction of San Diego Gas & Electric's Vine Substation Project, San Diego County, California

Table 2 Previous Resource Identified Within the Study and Buffer Areas

Primary Number	Age	Associated Report	Attribute Codes
P-37-013747	Historic	SD-03461	AH04 (Privies/dumps/trash scatters); AH10 (Machinery); AH16 (Other) - industrial dump
P-37-015531	Historic	SD-16448	HP08 (Industrial building)
P-37-015534	Historic		HP08 (Industrial building) - Major Parts Assembly Building No. 4, Consolidated Aircraft Plant No. 1
P-37-015535	Historic		HP08 (Industrial building) - Building 8, Final Finish Building, Consolidated Aircraft Plant No. 1
P-37-015537	Historic		HP11 (Engineering structure) - Northern Footbridge, Consolidated Aircraft Plant No. 1
P-37-015538	Historic		HP08 (Industrial building) - Building 1, Other Manufacturing Building, Consolidated Aircraft Plant No. 1
P-37-015539	Historic		HP08 (Industrial building) - Building 5, Experimental Building, Consolidated Aircraft Plant No. 1
P-37-015540	Historic		HP08 (Industrial building) - Building 6, Woodmill, Consolidated Aircraft Plant No. 1
P-37-015541	Historic		HP08 (Industrial building) - Building 14, Office Building, Consolidated Aircraft Plant No. 1
P-37-015542	Historic		HP08 (Industrial building) - Building 15, First Aid Facilities, Consolidated Aircraft Plant No. 1
P-37-015543	Historic		HP08 (Industrial building) - Building 16, Office Building, Consolidated Aircraft Plant No. 1
P-37-015544	Historic		HP08 (Industrial building) - Building 17, Fire Station, Consolidated Aircraft Plant No. 1
P-37-015546	Historic		HP08 (Industrial building) - Building 28, Security Building, Consolidated Aircraft Plant No. 1
P-37-015548	Historic		HP08 (Industrial building) - Building 35, Wind Tunnel, Consolidated Aircraft Plant No. 1
P-37-015540	Historic		HP08 (Industrial building) - Building 40, Convair Prototype Test Shop
P-37-015554	Historic		HP11 (Engineering structure) - Southern Footbridge, Consolidated Aircraft Plant No. 1
P-37-021002	Historic	SD-18437	HP03 (Multiple family property)
P-37-021006	Historic		HP02 (Single family property)
P-37-021007	Historic		HP02 (Single family property)
P-37-021008	Historic		HP02 (Single family property)
P-37-021009	Historic		HP02 (Single family property)
P-37-021010	Historic		HP02 (Single family property)
P-37-021022	Historic		HP02 (Single family property)
P-37-021023	Historic		HP02 (Single family property)
P-37-021024	Historic		HP02 (Single family property)
P-37-024258	Historic	SD-18165	AH04 (Privies/dumps/trash scatters); AH06 (Water conveyance system)
P-37-033557	Historic	SD-17576	AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)
P-37-034303	Historic		HP08 (Industrial building)
P-37-034304	Historic		HP08 (Industrial building)
P-37-034318	Historic		HP08 (Industrial building); HP14 (Government building) - Consolidated Aircraft Company Plant 17, Air Force Plant 17 Engineering Laboratory
P-37-037090	Historic	SD-17605	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) – isolate
P-37-037091	Historic	SD-17605	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) – isolate
P-37-037104	Historic	SD-16830	HP02 (Single family property)
P-37-037797	Historic		AH07 (Roads/trails/railroad grades) - railway
P-37-037801	Historic		AH04 (Privies/dumps/trash scatters) - trash deposit

Additionally, the City of San Diego's Planning Department website has a collection of historic context statements (found at https://www.sandiego.gov/planning/programs/historicpreservationplanning/contexts). The *Midway – Pacific Highway Community Plan Area Historic Resources Survey Report* (City of San Diego 2017) covers the historical resources study area for the project. This report identifies the Port Administration Building as potentially significant for its association with the expansion of Consolidated Aircraft during World War II (WWII). The report concludes that the building needs further evaluation in the context of "Military, Aerospace, and Related Industrial Development and Post-war Commercial and Residential Development," also presented in the report.

2.2 FIELD METHODS

Field work for the project was conducted on November 12, 2020. Field work was undertaken by Architectural Historian Alta Cunningham, who meets the Secretary of the Interior Professional Qualification Standards for Architectural History and History. The building was subject to written documentation on appropriate Department of Parks and Recreation (DPR) 523 forms and photography that documented the building's major characteristics, character defining features, and notable alterations. In addition, survey included overview documentation of the adjacent urban surroundings in order to properly situate the substation within the surrounding urban context.

The results of this are detailed below, and DPR forms are compiled in Appendix B.

3 HISTORIC OVERVIEW

3.1 AMERICAN PERIOD

In 1822 Mexico won its independence from Spain and San Diego became part of the Mexican Republic. When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. The resistance was defeated in two small battles near Los Angeles and effectively ended by January 1847. The United States assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848. On February 18, 1850, the California State Legislature formally organized San Diego County (City of San Diego 2017:14).

In the 1850s when the first attempt was made to build a city on the present area of Downtown, a group of Old Town citizens bought the land to the south of Old Town and established a rival subdivision closer to the bay. The portion of the land that was subdivided and laid out into streets, squares, blocks, and lots was designated Middletown. The Pacific Highway corridor occupies the other, undivided portions referred to as the reservations and the tidelands. The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town (City of San Diego 2017:15).

Alonzo Horton's development of New Town in 1867 began to swing the community focus away from Old Town and began the urbanization of San Diego. He purchased 800 acres and began an aggressive promotional campaign, offering free lots to anyone who would build a house worth $500 on it. Horton's successful promotion attracted other speculators and developers to San Diego, and within the next five years 15 new subdivisions were laid out around Horton's Addition. 1868 and 1869 were boom years, with steady growth over the next four years until the economic panic of 1873. Population dropped to 1,500 in 1875, but then rebounded. San Diego's civic leaders continued to focus on the development of the railroad. Construction of the Santa Fe Railroad began in 1880 and the first trains arrived in San Diego in 1882, leading to a period of renewed and steady growth (City of San Diego 2017:15).

Another boom resulted in a full-fledged land investment and speculation frenzy, which created 30 new real estate tracts county-wide by 1888 and a population of 35,000. The boom resulted in over $10 million in new improvements, including paving, electrical streetlights and railways, sewage systems, and new construction before ending suddenly when the bottom fell out of the real estate market in the spring of 1888. By the 1890's the city's population settled to around 17,000 (City of San Diego 2017:16).

Attempts at development of the Midway - Pacific Highway Community Plan Area floundered because of the swamp-like conditions. Historically, the Midway area was part of the San Diego River delta; the San Diego River switched back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent, and a dike was engineered and constructed (City of San Diego 2017:16).

The forces that shaped the development of the Midway - Pacific Highway Community Plan Area during the late 19th and early 20th centuries were transportation improvements and early industries as well as the presence of the airport and military. Yet large sections of the area remained undeveloped. During World War II, areas along Pacific Highway were used for numerous defense industries. The post-war development of the area mainly consisted of small warehouses and commercial buildings that sprang up in a rather haphazard fashion (City of San Diego 2017:17).

3.1.1 Military, Aerospace, and Related Industrial Development

Military presence in San Diego began in 1901 with the establishment of the Navy Coaling Station in Point Loma. Soon after, local businessman William Kettner headed the program to welcome Theodore Roosevelt's "Great White Fleet" to San Diego harbor in April 1908 as it completed a circumnavigation of the world. Kettner recognized the benefit of a military presence in San Diego, which would bring federal resources and national attention to the city. Dredging of San Diego's harbor was urgently needed to enable large ships to enter. Upon his election to Congress in 1912, Kettner convinced George Dewey, Admiral of the Navy, that the dredging of the bay would be advantageous to the Navy. With Dewey's endorsement, the Senate Commerce Committee came forth with several large appropriations for San Diego. Kettner brought high-ranking government officials from all over the United States to san Diego, including Franklin D. Roosevelt and Navy Major General George Barnett. Kettner convinced Barnett that the ideal location for a new Marine base would be in Dutch Flats south of present-day Barnett Avenue and Pacific Highway. Together Kettner and Barnett convinced Roosevelt, who was already enthusiastic about San Diego as the location for a new Naval Training Center. Both the Naval Training Center and the Marine Corps Recruit Depot were built in the early 1920s after dredging of the bay was complete (City of San Diego 2017:20-21).

As described in more detail below, under "Development of the Aerospace Industry in San Diego," the City of San Diego passed a bond issue in 1928 for construction of a two-runway municipal airport. Charles Lindbergh encouraged the idea and agreed to lend his name to it. Dedicated on August 16, 1928, it was called San Diego Municipal Airport – Lindbergh Field. The airport was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located on the northeastern side of the field, along Pacific Highway. WWII brought significant change to the airfield when the Army Air Corps took it over in 1942 to support the war effort. The infrastructure of the airport was improved to handle the heavy bombers being manufactured in the region during the war. This transformation, including the 8,750-foot runway, made the airport ready long before jet passenger plans came into widespread service. After the war, commercial air service at Lindbergh Field expanded rapidly. In 1960, Lindbergh Field gained its first jet service (City of San Diego 2017:21-22).

As part of the national defense buildup for WWII, San Diego's population soared due to a massive influx of military personnel and defense workers. The population of San Diego County grew from 289,348 in 1940 to over 400,000 in 1945. The impact of the population growth affected housing, transportation, and schools. The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area. The City also lifted ordinances against rooming houses in residential zones, but nothing could meet the continuous immigration of defense workers. In 1940, the federal government passed the Lanham Act, which appropriated $150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. In 1943, the Federal Public Housing Agency took bids for the construction of 3,500 temporary dwelling units. By May of 1944, 1,100 units were ready for occupancy. Although the buildings were only intended to last for two years, some remained for 20 (City of San Diego 2017:23).

3.2 DEVELOPMENT OF THE AEROSPACE INDUSTRY IN SAN DIEGO

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication, the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to WWII breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United

States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

3.2.1 Lindbergh Field Plant Historic District

The Lindbergh Field Plant (LFP) Historic District was first recorded in 1996 as part of the General Dynamics Facility Demolition Project Environmental Impact Report (Report #SD-04867, see Table 1). At that time, KEA was tasked with recording and evaluating the plant because it was to be demolished as part of the terms of Convair’s 50-year lease with the Port of San Diego. As a result of the KEA investigation, the significance of the LFP Historic District was defined and documented in a HABS/HAER study. The historic district was determined eligible for the CRHR under Criteria 1, 2, and 3. The period of significance for the district is 1935 - 1945, which covers the arrival of Consolidated Aircraft in San Diego and the era of WW II.

The LFP Historic District was comprised of 19 buildings, two footbridges, and the scales office located in the Harbor Drive Test Facility. Five of the buildings and one footbridge were determined to be significant contributors to the district. These buildings were Building 2, the aircraft structure assembly; Building 3, the assembly and plastic/composite manufacturing building; Building 4, the aircraft final assembly building; Building 8 final finishing and tool production building; and Building 9, the boiler housing. In addition, four of these buildings (Building 2, 3, 4, and 9) were individually eligible for the CRHR. Building 8 and the footbridge were considered contributing elements to the historic district but were not found to be individually eligible. The General Dynamics Facility Demolition Project Environmental Impact Report identified buildings 2, 3, 4, and 9 as being slated for demolition.

The LFP Historic District was found to be significant within both local and national contexts under Criterion 1. During its period of significance, the LFP achieved both local and national significance. Consolidated Aircraft, predecessor of Convair and later the Convair Division of General Dynamics, moved to San Diego in 1935. The company's growth during the next ten years made it the number one private industry employer in San Diego. Consolidated's reputation and innovations also established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid- 20th century. LFP's national significance is specifically related to the role it played during the national defense industry expansion prior to and during WW II (San Diego Unified Port District 1996).

LFP's historic district is considered eligible for the CRHR under Criterion 2 due to its association with founder Major Reuben H. Fleet. Major Fleet was in many ways directly responsible for the development of the aerospace industry in San Diego. He is also a national figure and played an important role in the innovations and growth of aerospace technology in the United States. The national success and growth of Consolidated and Convair during the war years helped form the foundation of an aerospace industry that would be the number one civilian employer in the city for nearly 50 years. Fleet, a pioneer aviation industry developer and visionary, was the guiding force in the company' s, and subsequently the city's, rise in the aerospace industry. Fleet's Consolidated Aircraft Company established an industrial direction for the City that lasted throughout the Cold War era. The buildings in the historic district are the best surviving examples of the industrial complex that is most closely associated with Fleet's aerospace career.

In addition, buildings at the LFP represent a distinctive type of typical WW II era industrial architecture (Criterion 3). The large-scale manufacturing design of Buildings 1-5 reflect the massive industrial construction program that the nation' s civilian manufacturers used to help win the war. Buildings 2, 3, 4, and 9 retain good integrity of their original manufacturing designs. In conjunction with the Federal government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modem industrial plants to supply the necessary equipment for the Allied war effort. The state-of-the-art architectural designs of industrial plants such as Consolidated' s LFP yielded improved efficiency and increased production. Buildings 2, 3, 4, 8, and 9 were designed by Taylor and Taylor, a nationally recognized architectural firm based in Los Angeles. These innovative new plants helped move airplane manufacturing from the realm of craft-industry into the world of mass-production.

3.3 ARCHITECTS AND ARCHITECTURAL STYLES

3.3.1 William Templeton Johnson

William Templeton Johnson was born on August 31, 1877 in Staten Island, New York. He studied architecture at Columbia University in New York and at L'Ecole des Beaux-Arts in Paris from 1908 to 1911. He and his wife moved to San Diego in 1912 where he established his own architectural firm and designed several residences in both Coronado and San Diego, as well as numerous designs for the 1915 Panama California exhibition buildings in Balboa Park. Although Johnson produced works in many architectural styles of the era, he preferred the modern traditionalism of Spanish Revival. Schooled during the Arts and Crafts movement, Johnson felt that architecture should be endemic to the spirit of the land, and that San Diego's Spanish heritage and Mediterranean climate lent itself to the practicality of Mission architecture and a culture of indoor-outdoor living (Schaffer 1999).

Some of Johnson's more notable early works from the 1920s include the La Jolla Public Library, the Junipero Serra Museum, the Museum of Fine Arts in Balboa Park, the La Valencia Hotel in La Jolla, and the San Diego Trust and Savings Bank. The Junipero Serra Museum, constructed in the Spanish Colonial Revival style, was designated a National Historic Landmark in 1960 and listed in the NRHP in 1966. From 1930 through 1933, he was involved with several more construction projects in Balboa Park, including the base for the statue of El Cid Campeador and the design of the Museum of Natural History. Between 1935 and 1938, he designed many public institutional structures including the City and County of San Diego Administration Building. From 1939 until his retirement in 1955, his firm designed a number of residences, at least ten school buildings, the San Diego State University Master Plan, the main branch of the San Diego Public Library, and the Consolidated Aircraft Corporation General Administration Building (O'Leary 2020; San Diego History Center 2020). For his contributions to the city, San Diego designated Johnson as a Master Architect.

In 1939, Johnson was named a fellow of the Architectural Institute of American (AIA). His fellowship described him as "always active in San Diego civic and cultural affairs," and was well known for his works on city planning. Johnson's civic duties included the presidencies of the Fine Arts Society and of the San Diego Chapter of the AIA; and a member of the City Planning Commission, the Park Commission, the Library Commission, the board of the San Diego Symphony Association, the University Club, the Cuyamaca Club, and the Executive Committee of the National Conference on City Planning. Johnson passed-away on October 14, 1957, in the home he designed on Trias Street in Mission Hills (Schaffer 1999; San Diego History Center 2020).

3.3.2 Albert C. Martin and Associates

Albert C. Martin, Sr. was born in La Salle, Illinois on September 16, 1879. He attended University of Illinois graduating with a Bachelor of Science degree in architectural engineering in 1902. In 1904, he became a construction superintendent for Carl Leonardt & Company and moved to Los Angeles. By 1908, Martin had established his own architectural and engineering practice, A. C. Martin and Associates. The firm soon became a leader in Los Angeles, designing some of Los Angeles' landmark buildings, such as City Hall in 1926. A. C. Martin and Associates specialized in reinforced concrete construction, reinforced brick masonry, seismic-minded structural engineering, and design concepts that emphasize quality of life (De Wolfe 1986).

One of Martin and Associates' first big commissions was in 1918 for the Million Dollar Theatre at Third and Broadway, one of Sid Grauman's first Los Angeles venues. For the auditorium, Martin designed the world's first cantilevered balcony out of reinforced concrete and sitting on a 104-foot concrete poured arch (De Wolfe 1986; Los Angeles Conservancy 2020a). In the 1920s and 1930s, the firm went on to design many notable buildings in Los Angeles. These include churches, such as the St. Vincent de Paul Roman Catholic Church; municipal buildings, such as Los Angeles City Hall and the Los Angeles Civic Center; and commercial structures, such as the May Co. Building, an Art Deco landmark on the Miracle Mile. The firm also had a big hand in the rebuilding the city after the 1933 Long Beach Earthquake, a feat which reshaped the engineering of building construction in California (Los Angeles Conservancy 2020a).

After WWII, Martin's two sons, Edward Martin and Albert C. Martin, Jr., joined the firm, and A. C. Martin and Associates went on to design more structures in downtown Los Angeles than any other firm in the years after the war (Los Angeles Conservancy 2020b). In the 1950s and 1960s, the firm pioneered several seminal commercial ventures, such as one of the first large-scale shopping malls in Southern California, Lakewood Center; planned communities, such as Westlake Village; in the aerospace industry by designing about 30 buildings for the TRW Space Park in Redondo Beach; and continued to be a go-to firm municipal buildings, designing such Mid-Century Los Angeles icons as the Department of Water and Power's headquarters in 1964. Through the 1970s, 1980s, and 1990s, the firm continued to re-shape downtown Los Angeles' skyline with taller and sleeker skyscrapers, as well as suburbia, with memorial parks and multiple business parks. Today in the 21st Century, the firm, now called AC Martin Partners, continues to serve as a leader in Los Angeles and Southern California architecture, with a third generation of Martins, cousins David and Christopher, serving as co-chairmen.

3.3.3 WWII Industrial Architecture

The Port of San Diego Administration Building is built in a style that is distinctive to WWII industrial architecture. As described by noted industrial factory architect Albeit Khan, wartime needs for speedy production placed an emphasis on large-scale buildings with a high security design. Technical and trade journals of the time were filled with discussion of innovative designs and plans for producing new “blackout plants.” New innovations in ventilation, air conditioning, and fluorescent lighting allowed for windowless “blackout” buildings that could house around the clock shifts without exposing themselves as nighttime targets. Prefabricated steel walls that allowed for rapid construction, bomb resistance, and perpetual blackouts were improved with sawtooth roofs which directed light into the building, white cement floors to reflect light up into the underside of wings and fuselages, and oversized paint spray enclosures with state-of-the-art ventilation systems (San Diego Unified Port District 1996). All utilities were placed underground. Bomb shelters were often also constructed under buildings. The streamlined and minimalist style of these WWII buildings could be said to be a form of modernist architecture, which is based upon new and innovative technologies of construction, particularly the use of glass, steel, and reinforced concrete; the idea that form should follow function (functionalism); an embrace of minimalism; and a rejection of ornament (Royal Institute of British Architects 2021).

3.3.4 International Style

The International Style in architecture appeared in western Europe in the 1920s and was introduced into the United States at the same time as Art Deco. Notable practitioners who brought the style to the United States included Walter Gropius, Ludwig Mies van de Rohe, Richard Neutra, and Rudolf Schindler, all of whom emigrated from Europe to escape persecution and war (City of San Diego 2007; Fullerton Heritage 2008). The actual term came from an experimental 1932 exhibition, “Modern Architecture: International Exhibition,” held at the Museum of Modern Art in New York City, and from the title of the seminal exhibition catalog written by Henry-Russell Hitchcock and Philip Johnson (McAlster 2013).

In the 1920s and 1930s, aside from Art Deco styles, Americans preferred period or "revival" styles that reflected an eclectic mix of past traditions, such as the Spanish Revival style prevalent in Sand Diego architecture at that time. Architects of the International Style promoted a radical simplification of form; a “new universal architecture molded from modern materials - concrete, glass, and steel - that was characterized by an absence of decoration” (Fullerton Heritage 2008). The style was "international" in that it could be applied to any location, site, or climate as it made no reference to local vernaculars or traditional building forms. Common features of International style architecture include square and rectangular building floorplans, horizontal bands of windows, and strong right angles. International Style buildings are utilitarian and simple, made from industrial and/or manufactured materials such as concrete, smooth stucco, brick, and glass. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the International style. The emergence of International style architecture in San Diego came later with most examples built after 1935 (City of San Diego 2007).

Although seldom used for residential construction, the International Style dominated commercial and institutional American architecture from the 1950s through the late 1970s. In San Diego, examples include the Caltrans building in Old Town, designed by C. J. Paderewski in 1953; the Education Center in University Heights, designed by Clyde Haufbauer in 1953; and the Chamber Building in downtown San Diego, by Palmer & Krisel dates from 1963 (City of San Diego 2007).

4 HISTORICAL RESOURCE EVALUATION

4.1 ADMINISTRATION BUILDING

4.1.1 Building Description

The Port of San Diego Administration Building is located at 3165 Pacific Highway, just south of Sassafras Street on the eastern edge of the San Diego Airport. The seven-story concrete building has a square floorplan measuring approximately 142 feet east-west and 142 feet north-south. The building has a flat roof with a slightly offset penthouse which houses mechanical equipment. The building is a three-part vertical block; multiple series of five decorative false columns separate the base from the shaft and a smooth stringcourse separates the shaft from the capitol. The exterior of the ground floor is faced in series of concrete rectangles topped by a slightly recessed frieze of evenly spaced groups of 5 rounded bars. There are four entrances, one on each side. The primary entrance, located on the northern façade, features a concrete canopy supported by "L" shaped columns.

Source: Adapted by Ascent Environmental in 2021

Port of San Diego Administration Building

4.1.2 Evaluation under Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the LFP Historic District (no longer extant), Convair, WW II, and the aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. This building was designed to be, and functioned as, the administrative offices for the LFP as a whole. It should be noted that the administration building was not included in the LFP Historic District boundaries in 1996, nor does it appear that it was considered as a potential contributing element. This could be because buildings that showed significant alteration or deterioration were excluded from consideration (San Diego Unified Port District 1996). Therefore, although the subject property is generally associated with events that have made a significant contribution to local and national history, the historic record did not reveal a specific contribution related to the Port Administration Building. Therefore, the Port Administration Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Port Administration Building must be associated with the lives of persons significant in our past. While the LFP Historic District (no longer extant) was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc. Also, while the Port Administration Building was designed by William Templeton Johnson, this building does not appear to be the most representative example of his work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Port Administration Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by William Templeton Johnson, who is most famously known for Spanish Revival architecture in San Diego. The Port Administration Building, however, is constructed in a minimalist style that is distinctive to WWII industrial architecture. While the Port Administration Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, and therefore does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Port Administration Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

4.1.3 Integrity Discussion

The Port Administration Building appears to have lost the majority of its integrity. While the building maintains integrity for location as it has not been moved since construction, it has lost integrity of setting, feeling, and association due to the demolition of the majority of the LFP Historic District. The Port Building has also lost integrity of design, materials, and workmanship due to the modified main entrance, the addition of windows to the 5th and 6th floors, the annex was added to its south side.

4.2 BUDGET RENTAL BUILDING

4.2.1 Building Description

The Budget Rental Building is located at 3125 Pacific Highway in San Diego, just south of Sassafras Street and east of the San Diego Airport. The building is a one-story rectangular shaped concrete building with rooftop seating area. The façade of the building is constructed from a series tall concrete panels with a smooth stucco finish. On the western (Pacific Highway) side, there is a courtyard flanked by a tall concrete panel fence designed in a style similar to the rest of the building façade. The Budget Rental Building was originally built in 1959 as a cafeteria building for the Convair Division of General Dynamics. As-built plans indicate it replaced an existing smaller cafeteria building.

The main entrance is comprised of a set of sliding glass doors at the center of the southern façade and a separate double glass door entrance is located further to the east, on the opposite side of the tiled & fenced extruding storage/equipment area; this eastern entrance is likely the former cafeteria employee entrance per as-builts. A small service window is also located on the north façade just west of main entrance. Most of the west side of the building is lined with large glass windows looking out onto a courtyard. The courtyard has an open-air metal beam roof topped with partial metal grate. Street access to the courtyard is blocked behind a concrete panel fence and locked metal gate. Low concrete planters and a sidewalk are located in the courtyard. Access to the west side patio is behind a locked metal security fence, similar to the fence that encloses the entire parking lot. The eastern façade adjacent to the railroad tracks was not accessible at the time of recording. The majority of the roof is painted a rust color and has outdoor seating area situated under the overhanging corrugated metal roof of the equipment housing and former canteen/storage area which also has corrugated metal siding. A concrete bridge spanning Pacific Highway, allows access to the roof from the west and from the San Diego Port Administration building to the north.

Source: Adapted by Ascent Environmental in 2021

Budget Rental Building

4.2.2 Evaluation under Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the Cold-War Era of Convair Division of General Dynamics (formerly Consolidated Aircraft) and the Post-WWII aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. The building was designed to be and functioned as a cafeteria. No manufacturing or testing took place in the building. Therefore, the Budget Rental Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Budget Rental Building must be associated with the lives of persons significant in our past. While the building was located within the Lindbergh Field Plant Historic District (no longer extant) which was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc., as well as after the period of significance for the historic district, which is 1935 to 1945. The Budget Rental Building was designed by A. C. Mason and Associates, this building does not appear to be the most representative example of their work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Budget Rental Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by the notable Los Angeles architectural firm, A. C. Martin and Associates, who were most famously known their shopping mall and skyscrapers during the late 1950s through 1960s. The Budget Rental Building, however, is constructed in a vernacular form of this style which was adapted to the building's function as a cafeteria. While the Budget Rental Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, which for make it a significant example of their work.

The Budget Rental Building appears to have been constructed in a vernacular adaptation of the International Style. According to the City of San Diego (2007), examples of the International Style in San Diego are limited; therefore, retention of good examples is important. Eligible International Style buildings should retain the majority of their character defining features, although some impact or loss to character defining features may be acceptable when comparative analysis demonstrates that the resource is a rare example of the type. Location and setting are particularly relevant for International style resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource.

The City of San Diego has identified the following attributes as character defining features of International Style in San Diego:

- Primary features
  - Flat roofs (cantilevered slabs or parapets)
  - Lack of applied ornament
  - Horizontal bands of flush windows
  - Asymmetrical facades [pedestaled]
- Secondary features
  - Square corners
  - Common exterior materials include concrete, brick, and stucco
  - Steel sash windows (typically casement)
  - Corner windows

The Budget Rental Building does possess several of the primary and secondary features associated with the International Style, such as a flat roof, lack of applied ornament, concrete construction with a smooth stucco exterior and one set of horizontal windows; however, these features are neither uniquely distinctive nor outstanding in character. Therefore, the Budget Rental Building does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Budget Rental Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

4.2.3 Integrity Discussion

The Budget Rental Building appears to have lost some important elements of its integrity. While the building maintains integrity for location (it has not been moved and it is still physically connected to the Administration Building via its original bridge), as well as the majority of its materials and design, it has lost integrity of setting, feeling, and association. These aspects are lost largely due to the demolition of the majority of the Lindbergh Field Plant Historic District which contained the manufacturing, testing, and associated engineering buildings which epitomized the aerospace industry this building was once a part of.

5 CONCLUSIONS AND RECOMMENDATIONS

The records search and research identified no built resources within the study area that have been determined or recommended eligible for the CRHR or the NRHP, or that have been previously designated by the City of San Diego as locally significant resources. Ascent's historical resource evaluation finds that the two buildings in the study area do not appear to be eligible for the NRHP, CRHR, or City of San Diego Register. Consequently, none of the built environment resources within the study area appear to qualify as a historical resource for the purposes of CEQA.

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Appendix A

Record Search Results

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: Ascent Environmental, Inc.

Company Representative: Alta Cunningham

Date Processed: 12/3/2020

Project Identification: 20200203.01 - San Diego, Port of - Stay Open SD Hotel

Search Radius: 1/4 mile

Historical Resources: JL

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries: JL

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses: JL

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps: JL

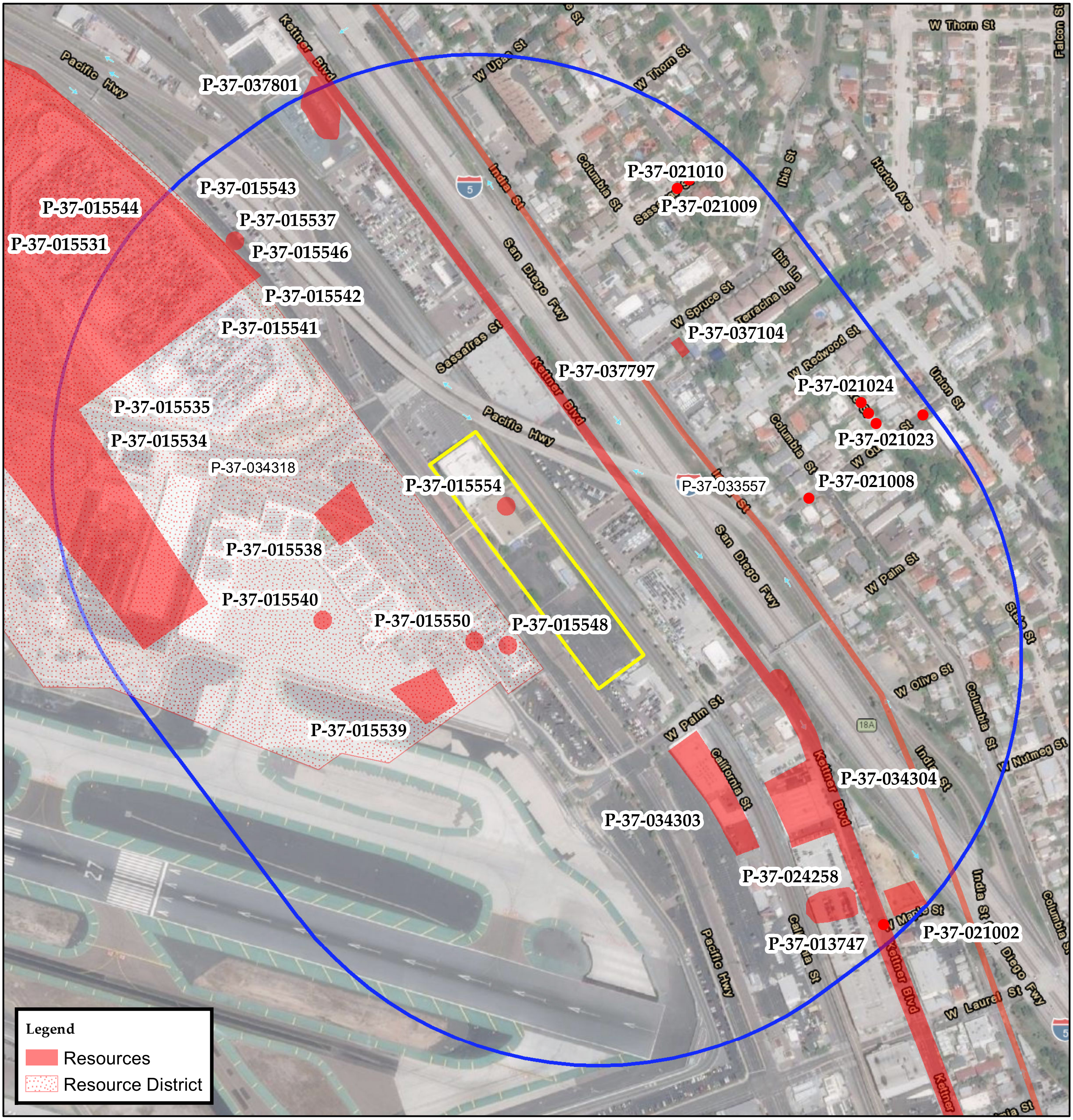
The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements	
RSID:	2815
RUSH:	no
Hours:	1.5
Spatial Features:	73
Address-Mapped Shapes:	yes
Digital Database Records:	12
Quads:	1
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	1596

This is not an invoice. Please pay from the monthly billing statement

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
jaime@scic.org

CONFIDENTIAL. This document is confidential under California Government Code 6254.10 and the National Historic Preservation Act, Section 304, and other applicable federal, state, and local laws and regulations prohibiting public and unauthorized disclosure of records related to cultural resources.



1:5,532

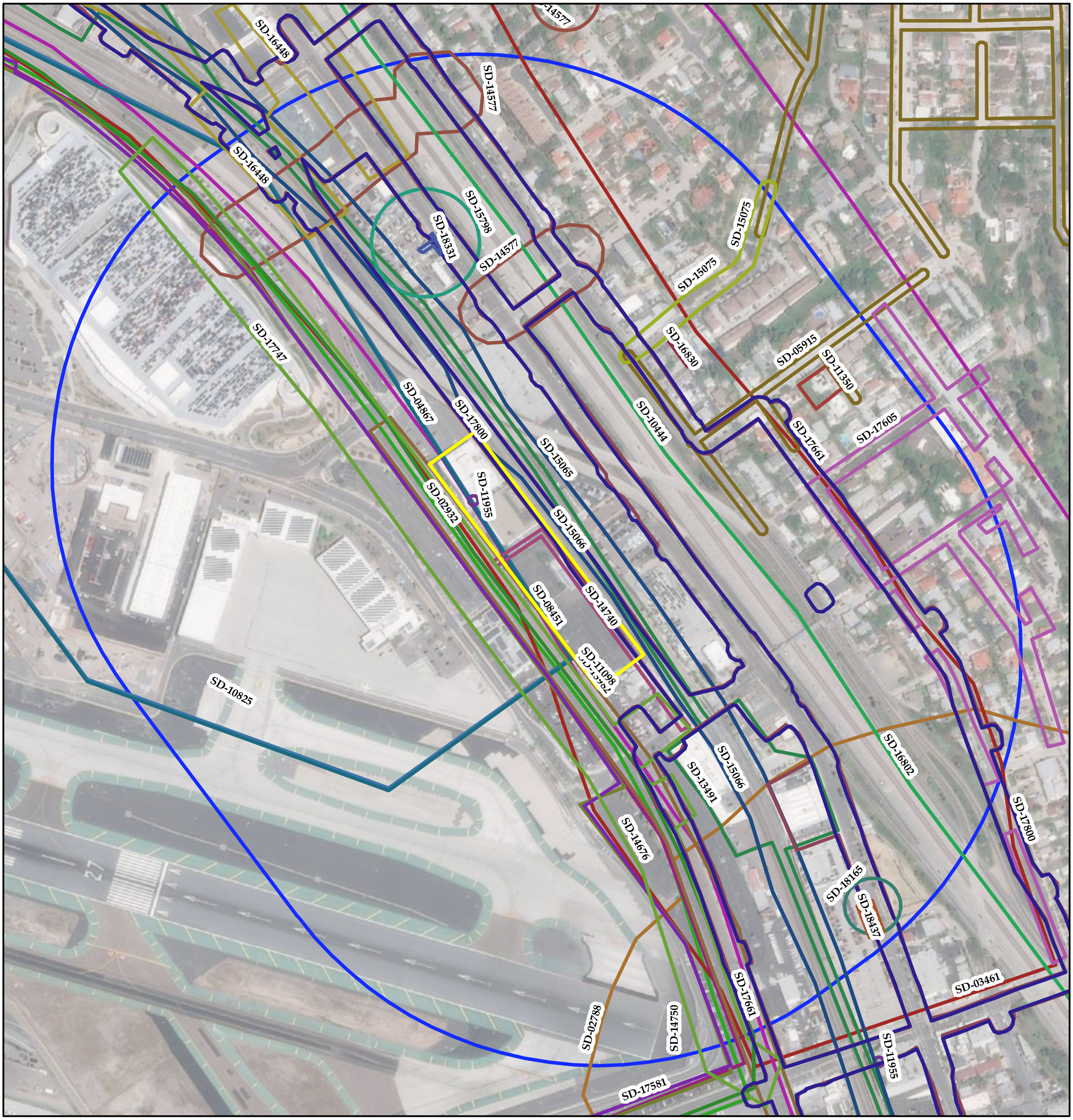
Historical Resources with Primary and Trinomial Designations

0 200 400 800 Meters

Jaime Lennox, Dec 03, 2020

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
jaime@scic.org

CONFIDENTIAL. This document is confidential under California Government Code 6254.10 and the National Historic Preservation Act, Section 304, and other applicable federal, state, and local laws and regulations prohibiting public and unauthorized disclosure of records related to cultural resources.



1:5,532

Reports

0 200 400 800 Meters

Jaime Lennox, Dec 03, 2020

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-37 015554
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ______ Reviewer ______ Date / /

*Resource Name or #: South Overpass

P1. Other Identifier: Southern Footbridge, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ___; R ___; ___ 1/4 of ___ 1/4 of Sec ___; ___ B.M.

c. Address ______ City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483470 mE/ 3621640 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

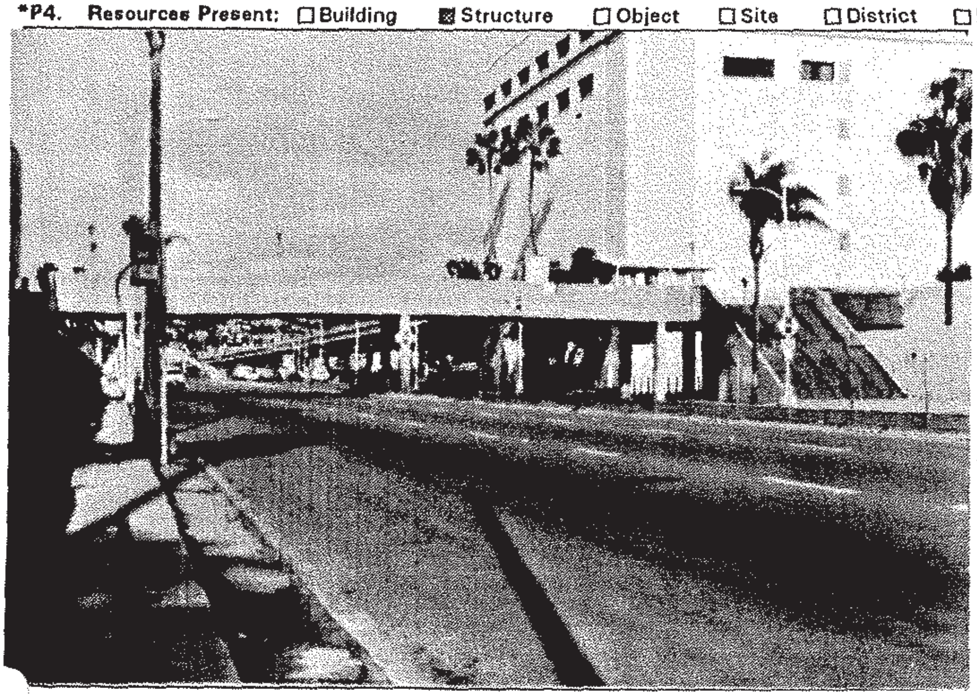
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483520mE/3621670mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This concrete footbridge spans Pacific Highway between the second floor entrance to Building 5 at the General Dynamics Lindbergh Field Plant and parking lots on the north side of Pacific Highway. A separate section leads to the present San Diego Unified Port District Building which was originally the General Administration Building of Consolidated Aircraft's Plant No. 1. The structure is approximately 200 feet long and 30 feet wide and 15 feet above the surface of Pacific Highway. The bridge is supported by three sets of double concrete pillars. Stairways on the north and south sides lead to the bridge. On the north side a set of stairs leads from the east side to a landing. It has five sets of steel pipe railings. From the landing, the main bridge continues south across Pacific Highway and a separate section extends in a northwesterly direction to the present Port District building. On the south end, the bridge opens into a wide landing leading to the main second story entry of Building 5. Stairs on the east and west side of the landing lead to ground level. Each set of stairs has five aisles defined by steel pipe railings. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP11. Engineering Structure

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 22
looking northwest

*P6. Date Constructed/Age and Sources: ☐ Prehistoric ■ Historic ☐ Both
1941 Estimated

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demoliton Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record ☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 015554
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: South Overpass

B1. Historic Name: South Overpass, Consolidated Aircraft Plant No. 1.

B2. Common Name: South Footbridge

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Factory footbridge

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The structure was built in 1941.

*B7. Moved? ■No ☐Yes ☐Unknown Date: ______ Original Location: ______

*B8. Related Features:

The south footbridge is very similar in style and structure to the north footbridge.

B9a. Architect: Probably Richard Requa b. Builder: Consolidated Aircraft

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Foot bridge Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

By itself, the footbridge lacks architectural or engineering qualities to make it eligible for the California Register of Historic Places. It is similar in construction to the North Overpass, which has been listed as eligible as contributing element of an historic district, which includes the footbridge and Buildings 2, 3, 4, 8, and 9. The South Overpass, however, is physically removed from the historic district, and therefore lacks the continuity to make it a contributing element.

B11. Additional Resource Attributes: (List attributes and codes) HP11. Engineering Structure

*B12. References:

Requa, Richard Plans for the North Overpass Home Plant. 1941

San Diego Evening Tribune 10-21-1985

Yenne, Bill Into the Sunset: The Convair Story. Greenwhich, Pub., Lyme, CN 1995

B13. Remarks:

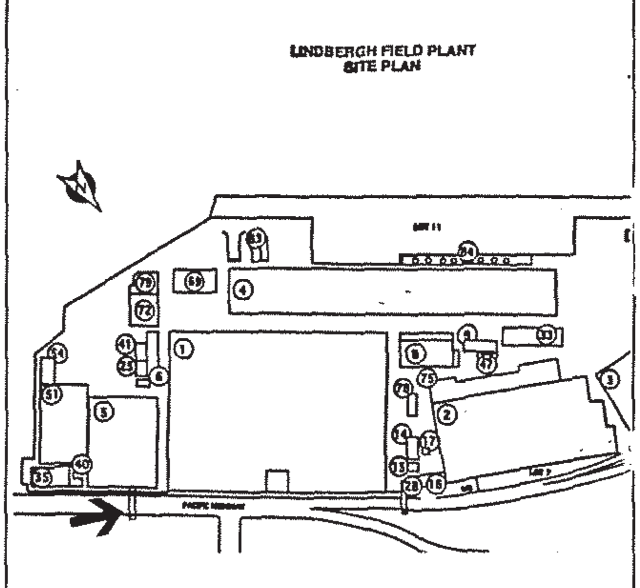
Assumptions on the year built and probable architect are based on existing plans of the North Overpass (see continuation sheet); Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



DPR 523B (1/95)

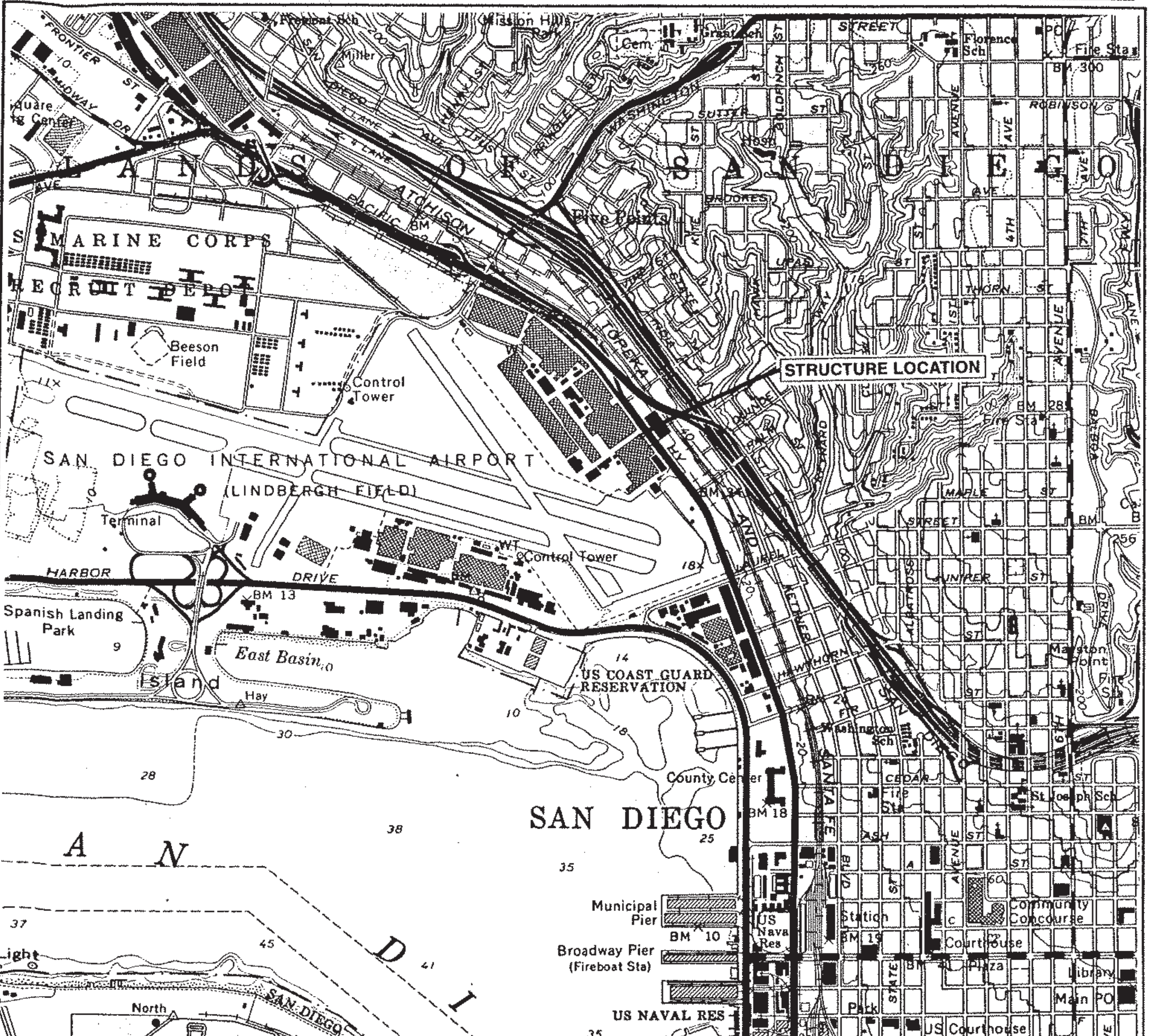
*Required information

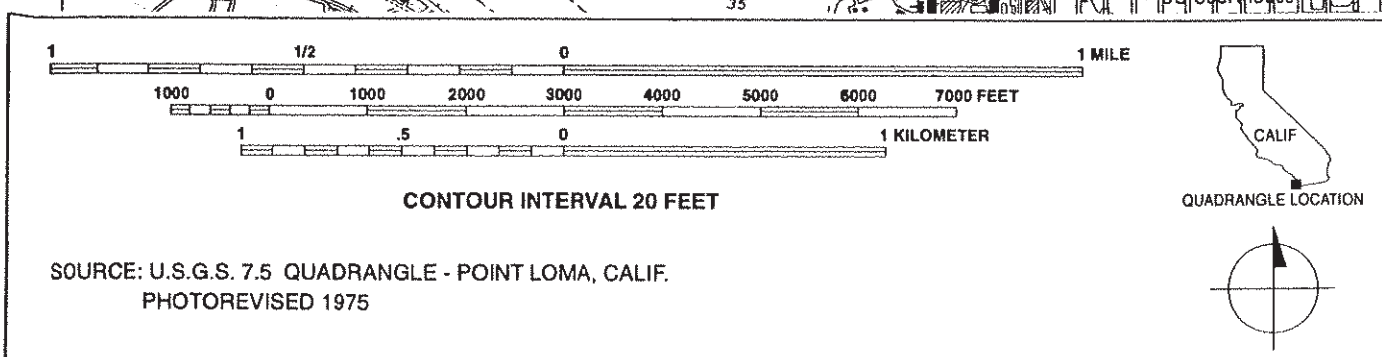
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-37 015554
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Southern Footbridge

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967





P3a. Description
Poured concrete buttresses along the sides of the bridge provide protection from falling, and support six circular lamps on steel posts. Some of the steps have been resurfaced. The overall integrity of the structure is good.

Resource Detail: P-37-013747

Identifying information

Primary No.:	P-37-013747	
Trinomial:	CA-SDI-013761	
Name:		
Other IDs:	*Type*	*Name*
	Other	Baarth Foundry Dump
Cross-refs:		

Attributes

Resource type: Site
Age: Historic
Information base: Survey, Other
Attribute codes: AH04 (Privies/dumps/trash scatters); AH10 (Machinery); AH16 (Other) - industrial dump
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/3/1994	Jerry Schaefer	Brian F. Mooney & Associates	
11/10/2011	R. Greenlee, C. Letter	GANDA	update
9/27/2011	Elizabeth Davidson	LSA	update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-03461	1998	CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA	GALLEGO & ASSOCIATTES

Location information

County: San Diego
USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	2680 Kettner Blvd.	San Diego		92103

PLSS:
UTMs: Zone 11 483850mE 3621280mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015531

Identifying information

Primary No.: P-37-015531

Trinomial:

Name: General Dynamics, Convair Division, Lindbergh Field Plant, Consolidated Aircraft Plant No. 1

Other IDs:

Type	Name
Resource Name	General Dynamics, Convair Division, Lindbergh Field Plant, Consolidated Aircraft Plant No. 1
Resource Name	Consolidated Aircraft Plant No. 1
Other	General Dynamics, Convair Lindbergh Field Plant

Cross-refs:

Attributes

Resource type: Building, Structure, District

Age: Historic

Information base: Survey

Attribute codes: HP08 (Industrial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/2015		PanGIS	update
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Report No.	Year	Title	Affiliation
SD-16448	2015	CULTURAL RESOURCES INVENTORY FOR THE PACIFIC BEACH PIPELINE PROJECT, CITY OF SAN DIEGO, CA	Spindrift Archaeological Consulting, LLC

Location information

County: San Diego

USGS quad(s): Point Loma

Address:

Address	City	Assessor's parcel no.	Zip code
3302 Pacific Highway	San Diego		92112

PLSS:

UTMs:

Management status

Database record metadata

	Date	User
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	User	Action taken
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015534

Identifying information

Primary No.:	P-37-015534	
Trinomial:		
Name:	Building 4	
Other IDs:	*Type*	*Name*
	Resource Name	Building 4
	Other	Major Parts Assembly Building No. 4, Consolidated Aircraftt Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building, District, Other
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996		KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92122
PLSS:				
UTMs:	Zone 11 482920mE 3622000mN NAD83 Zone 11 483195mE 3621630mN NAD83 Zone 11 483145mE 3621595mN NAD83 Zone 11 482870mE 3621965mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015535

Identifying information

Primary No.:	P-37-015535	
Trinomial:		
Name:	Building 8	
Other IDs:	*Type*	*Name*
	Resource Name	Building 8
	Other	Final Finish Building, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building, District, Other
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483060mE 3621920mN NAD83			
	Zone 11 483105mE 3621865mN NAD83			
	Zone 11 483070mE 3621850mN NAD83			
	Zone 11 483030mE 3621910mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015537

Identifying information

Primary No.:	P-37-015537	
Trinomial:		
Name:	North Overpass	
Other IDs:	*Type*	*Name*
	Resource Name	North Overpass
	Other	Northern Footbridge, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Structure, District, Other
Age:	Historic
Information base:	Survey
Attribute codes:	HP11 (Engineering structure)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
		San Diego		92112
PLSS:				
UTMs:	Zone 11 483220mE 3621960mN NAD83 Zone 11 483270mE 3621990mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015538

Identifying information

Primary No.: P-37-015538
Trinomial:
Name: Building 1
Other IDs:

Type	*Name*
Resource Name	Building 1
Other	Manufacturing Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483250mE 3621955mN NAD83
Zone 11 483430mE 3621710mN NAD83
Zone 11 483245mE 3621580mN NAD83
Zone 11 483075mE 3621820mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015539

Identifying information

Primary No.:	P-37-015539	
Trinomial:		
Name:	Building 5	
Other IDs:	*Type*	*Name*
	Resource Name	Building 5
	Other	Experimental Building, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483440mE 3621700mN NAD83			
	Zone 11 483495mE 3621620mN NAD83			
	Zone 11 483400mE 3612540mN NAD83			
	Zone 11 483340mE 3621620mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015540

Identifying information

Primary No.:	P-37-015540	
Trinomial:		
Name:	Building 6	
Other IDs:	*Type*	*Name*
	Resource Name	Building 6
	Other	Woodmill, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483315mE 3621600mN NAD83			
	Zone 11 483325mE 3621585mN NAD83			
	Zone 11 483280mE 3621550mN NAD83			
	Zone 11 483265mE 3621565mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015541

Identifying information

Primary No.: P-37-015541
Trinomial:
Name: Building 14
Other IDs:

Type	*Name*
Resource Name	Building 14
Other	Office Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483200mE 3621955mN NAD83
Zone 11 483210mE 3621940mN NAD83
Zone 11 483180mE 3621920mN NAD83
Zone 11 483175mE 3621935mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015542

Identifying information

Primary No.:	P-37-015542	
Trinomial:		
Name:	Building 15	
Other IDs:	*Type*	*Name*
	Resource Name	Building 15
	Other	First Aid Facilities, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 283220mE 3621950mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015543

Identifying information

Primary No.:	P-37-015543	
Trinomial:		
Name:	Building 16	
Other IDs:	*Type*	*Name*
	Resource Name	Building 16
	Other	Office Building, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3302 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483220mE 3621960mN NAD83 Zone 11 483190mE 3621980mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015544

Identifying information

Primary No.: P-37-015544
Trinomial:
Name: Building 17
Other IDs:

Type	Name
Resource Name	Building 17
Other	Fire Station

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483180mE 3621955mN NAD83

Management status

Database record metadata

	Date	User
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	User	Action taken
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015546

Identifying information

Primary No.: P-37-015546

Trinomial:

Name: Building 28

Other IDs:

Type	Name
Resource Name	Building 28
Other	Security Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building

Age: Historic

Information base: Survey

Attribute codes: HP08 (Industrial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego

USGS quad(s): Point Loma

Address:

Address	City	Assessor's parcel no.	Zip code
3302 Pacific Highway	San Diego		

PLSS:

UTMs: Zone 11 483235mE 3621970mN NAD83

Management status

Database record metadata

	Date	User
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	User	Action taken
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015548

Identifying information

Primary No.:	P-37-015548	
Trinomial:		
Name:	Building 35	
Other IDs:	*Type*	*Name*
	Resource Name	Building 35
	Other	Wind Tunnel, Consolidated Aircraft Plant No. 1
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R Van Wormer	KEA Environmental	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-17581	2018	HISTORIC RESOURCES STUDY FOR THE PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT AT THE SAN DIEGO INTERNATIONAL AIRPORT, CITY OF SAN DIEGO, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3050 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483500mE 3621790mN NAD83			
	Zone 11 483540mE 3621560mN NAD83			
	Zone 11 483520mE 3621540mN NAD83			
	Zone 11 483500mE 3621580mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015550

Identifying information

Primary No.:	P-37-015550	
Trinomial:		
Name:	Building 40	
Other IDs:	*Type*	*Name*
	Resource Name	Building 40
	Other	Convair Prototype Test Shop
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3050 Pacific Highway	San Diego		92112
PLSS:				
UTMs:	Zone 11 483490mE 3621590mN NAD83			

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-015554

Identifying information

Primary No.: P-37-015554
Trinomial:
Name: South Overpass
Other IDs:

Type	*Name*
Resource Name	South Overpass
Other	Southern Footbridge, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Survey
Attribute codes: HP11 (Engineering structure)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		92112

PLSS:
UTMs: Zone 11 483470mE 3621640mN NAD83
Zone 11 483520mE 3621670mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021002

Identifying information

Primary No.:	P-37-021002	
Trinomial:		
Name:		
Other IDs:	*Type*	*Name*
	OHP PRN	2138-0095-0000
	Other	2601-2611 Kettner Blvd
	Other	New-Poet Rentals
	Other	Parks Bungalows
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Other
Attribute codes:	HP03 (Multiple family property)
Disclosure:	Not for publication
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	
12/11/2019	A.B. Foglia	PanGIS, Inc.	update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-18437	2020	ETS 41640: ARCHAEOLOGICAL MONITORING FOR THE ALADDIN AIRPORT PARKING PRIORITY REVIEW PROJECT	PANGIS

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	2601-2611 Kettner Blvd	San Diego	533-040-22	92101
PLSS:				
UTMs:				

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-021006

Identifying information

Primary No.: P-37-021006
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0099-0000
Other	1044 West Quince St
Other	Anne Tarantino Residence
Other	Dr. Fred Holmes Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/9180		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1044 West Quince Street	San Diego	451-641-06	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021007

Identifying information

Primary No.: P-37-021007
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0100-0000
Other	1105 West Quince St
Other	Thompson Residence
Other	The McNaughton Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1105 West Quince Street	San Diego	451-633-09	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021008

Identifying information

Primary No.: P-37-021008
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0101-0000
Other	1227 West Quince St
Other	Frett-McGuire Residence
Other	Oliver Winston Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1227 West Quince Street	San Diego	451-634-02	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021009

Identifying information

Primary No.: P-37-021009
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0102-0000
Other	1301 West Sassafras St
Other	Massa House
Other	The DePew Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1301 West Sassafras Street	San Diego	451-612-22	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021010

Identifying information

Primary No.: P-37-021010
Trinomial:
Name:
Other IDs:

Type	Name
OHP PRN	2138-0103-0000
Other	1321 West Sasssafras St
Other	Swanson Rental
Other	The Prudden Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
1321 West Sassafras St	San Diego	451-612-12	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	User
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	User	Action taken
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021022

Identifying information

Primary No.: P-37-021022
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0115-0000
Other	3018 State St
Other	One of the "Three Sisters"
Other	Wuest House

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3018 State Street	San Diego	451-632-06	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021023

Identifying information

Primary No.:	P-37-021023	
Trinomial:		
Name:		
Other IDs:	*Type*	*Name*
	OHP PRN	2138-0116-0000
	Other	3030-3032 State St
	Other	One of the "Three Sisters"
	Other	The Wuest House
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Unknown
Attribute codes:	HP02 (Single family property)
Disclosure:	Not for publication
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3030-3032 State Street	San Diego	451-632-07	92103
PLSS:				
UTMs:				

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-021024

Identifying information

Primary No.:	P-37-021024	
Trinomial:		
Name:		
Other IDs:	*Type*	*Name*
	OHP PRN	2138-0117-0000
	Other	3042 State St
	Other	One of the "Three Sisters"
	Other	Wuerst House
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Unknown
Attribute codes:	HP02 (Single family property)
Disclosure:	Not for publication
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3042 State Street	San Diego	451-632-08	92103
PLSS:				
UTMs:				

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-024258

Identifying information

Primary No.: P-37-024258
Trinomial:
Name: Kettner Boulevard and Kalmia Street Isolate Find
Other IDs:

Type	*Name*
Other	Kettner Blvd& Kalmia St Isolate
Resource Name	Kettner Boulevard and Kalmia Street Isolate Find

Cross-refs:

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters); AH06 (Water conveyance system)
Disclosure: Not for publication
Collections: Unknown
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
9/1/2001	Jason A. Miller	RMW Paleo Associates	
9/11/2019		Chambers Group	update
7/1/2018	B. Williams		update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-18165	2019	ETS 41284: CULTURAL RESOURCES MONITORING REPORT FOR THE RENEW DEEP WELL ANODE, SAN DIEGO PROJECT	CHAMBERS GROUP

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
intersection of Kettner Boulevard and Kalamia Street	San Diego		92101

PLSS: T17 R3 Sec. SBBM
UTMs: Zone 11 484002mE 3621002mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-033557

Identifying information

Primary No.: P-37-033557
Trinomial:
Name: Highway 395
Other IDs:

Type	Name
Other	SXPQ 13 Pomerado Road
Resource Name	Highway 395
Other	SXPQ-13 Historic road

Cross-refs:

Attributes

Resource type: Object, Site
Age: Historic
Information base: Survey, Other
Attribute codes: AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
10/10/2013	Larry Tift	ASM Affiliates, Inc.	
5/22/2015	Kent Manchen, Matt DeCarlo	ASM Affiliates, Inc.	update
7/7/2017	Haley Chateene	PanGIS	update
7/27/2017	A. Foglia, K. Keckeisen	PanGIS, Inc.	update
2/27/2018	Sarah Stringer-Bowsher	ASM Affiliates, Inc.	update

Associated reports

Report No.	Year	Title	Affiliation
SD-17576	2016	CULTURAL RESOURCE SURVEY REPORT FOR THE SAN DIEGO GAS & ELECTRIC COMPANY AND SOUTHERN CALIFORNIA GAS COMPANY PIPELINE SAFETY & RELIABILITY PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.

Location information

County: San Diego
USGS quad(s): Bonsall, Poway
Address:

Address	City	Assessor's parcel no.	Zip code
3336-1123 Pomerado Road	San Diego		92131

PLSS: T14S R2W SE¼ of NW¼ of Sec. 26 SBBM
T15S R2W SW¼ of NW¼ of Sec. 4 SBBM
T15S R2W Sec. 3 SBBM
T15S R2W Sec. 5 SBBM
T14S R2W Sec. 34 SBBM
T10S R3W SE¼ of NW¼ of Sec. 24 SBBM
T9S R3E SW¼ of SW¼ of Sec. 26 SBBM

UTMs: Zone 11 494769mE 3643044mN NAD83
Zone 11 490966mE 3640273mN NAD83
Zone 11 489771mE 3639575mN NAD83
Zone 11 493654mE 3642565mN NAD83
Zone 11 485102mE 3687388mN NAD83
Zone 11 485924mE 3683917mN NAD83

Zone 11 484719mE 3691841mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	3/24/2020	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	12/2/2015	bree	Entered Data - KV
	11/2/2018	jaime	added recording event
	11/15/201	jaime	added recording event
	7/12/2019	jlennox	added recording event
	3/6/2020	jlennox	added recording event
	3/24/2020	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-034303

Identifying information

Primary No.:	P-37-034303	
Trinomial:		
Name:	Property No. 2 (1411-1415 W. Palm Street)	
Other IDs:	*Type*	*Name*
	Resource Name	Property No. 2 (1411-1415 W. Palm Street)
Cross-refs:		

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/17/2011	E. Schultz, K. Harper, R. Greenlee	Garcia & Associates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	1411-1415 W. Palm Street	San Diego	451-65-103-00	92101

PLSS: T16S R3W Sec. SBBM
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	5/17/2015		
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-034304

Identifying information

Primary No.:	P-37-034304	
Trinomial:		
Name:	Property No. 3 (2750 Kettner Boulevard)	
Other IDs:	*Type*	*Name*
	Resource Name	Property No. 3 (2750 Kettner Boulevard)
Cross-refs:		

Attributes

Resource type:	Building
Age:	Historic
Information base:	Survey
Attribute codes:	HP08 (Industrial building)
Disclosure:	Unrestricted
Collections:	No
Accession no(s):	
Facility:	

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
10/24/2011	E. Schultz, K. Harper	Garcia & Associates	

Associated reports

Location information

County:	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	2750 Kettner Boulevard	San Diego	451-65-305-00	92101
PLSS:	T16S R3W Sec. SBBM			
UTMs:				

Management status

Database record metadata

	Date	*User*	
Entered:	5/17/2015		
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/6/2021	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-034318

Identifying information

Primary No.: P-37-034318
Trinomial:
Name: Property No. 17 (Air Force Engineering Lab)
Other IDs:

Type	*Name*
Resource Name	Property No. 17 (Air Force Engineering Lab)
Other	1994/Lan/450-550-08
Other	Consolicated Aircraft Company Plant 17
Other	Air Force Plant 17 Engineering Laboratory

Cross-refs:

Attributes

Resource type: Building, Structure
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building); HP14 (Government building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/13/2013	E. Schultz, K. Harper	Garcia & Associates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
4297 Pacific Highway	San Diego		92140

PLSS: T16S R3W Sec. SBBM
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/17/2015	
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037090

Identifying information

Primary No.:	P-37-037090	
Trinomial:		
Name:		
Other IDs:	*Type*	*Name*
	IC Informal	RNID-3889
	Other	Group 701 Isolate-1
Cross-refs:		

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility: San Diego Archaeology Center

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
4/30/2018	Jillian L. Hahnlen	Brian F. Smith & Associates, Inc.	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-17605	2018	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County: San Diego
USGS quad(s): Point Loma

Address: *Address*	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		92103

PLSS: T16S R3W NE¼ of SE¼ of Sec. 34 SBBM
UTMs: Zone 11 483844mE 3622000mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	5/21/2018		
Last modified:	7/23/2019	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/16/2019	jlennox	added other identifier
	7/23/2019	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-037091

Identifying information

Primary No.: P-37-037091
Trinomial:
Name:
Other IDs:

Type	Name
IC Informal	RNID-3889
Other	Group 701 Isolate-2

Cross-refs:

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility: San Diego Archaeology Center

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
4/30/2018	Jillian L. Hahnlen	Brian F. Smith & Associates, Inc.	

Associated reports

Report No.	Year	Title	Affiliation
SD-17605	2018	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
1024 West Quince Street	San Diego		92103

PLSS: T16S R3W NE¼ of SE¼ of Sec. 34 SBBM
UTMs: Zone 11 483848mE 3622003mN NAD83

Management status

Database record metadata

	Date	User
Entered:	5/21/2018	
Last modified:	7/23/2019	jlennox

IC actions:

Date	User	Action taken
1/16/2019	jlennox	added other identifier
7/23/2019	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037104

Identifying information

Primary No.: P-37-037104
Trinomial:
Name:
Other IDs:

Type	*Name*
Other	1329 West Spruce St., San Diego CA 92103

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
11/1/2016	K. Crawford	Office of Marie Burke Lia	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-16830	2016	1329 WEST SPRUCE ST., SAN DIEGO CA 92103	Office of Maria Burke Lia

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1329 West Spruce St.	San Diego	451-613-10	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/21/2018	
Last modified:	7/23/2019	jlennox

IC actions:

Date	*User*	*Action taken*
7/23/2019	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037797

Identifying information

Primary No.: P-37-037797

Trinomial:

Name: Kettner Boulevard Electric Railway

Other IDs:

Type	*Name*
IC Informal	RNID-4133
Resource Name	Kettner Boulevard Electric Railway

Cross-refs:

Attributes

Resource type: Structure

Age: Historic

Information base: Other

Attribute codes: AH07 (Roads/trails/railroad grades) - railway

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/1/2018	Kevin Harris, Christine Lambert, Christian Allen	ASM Affiliates	

Associated reports

Location information

County: San Diego

USGS quad(s): Point Loma

Address:

PLSS: T17S R3W Sec. SBBM

UTMs: Zone 11 483490mE 3622059mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	2/4/2019	
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
2/6/2019	jlennox	added other identifier
1/6/2021	jlennox	populated attibutes

Record status: Database Complete

Resource Detail: P-37-037801

Identifying information

Primary No.: P-37-037801
Trinomial: CA-SDI-022514
Name:
Other IDs:

Type	*Name*
IC Informal	RNID-4133
Other	Vine CL-S-04

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - trash deposit
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/1/2018	Stephen Rochester, Christine Lambert	ASM Affiliates, Inc.	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3550 Kettner Blvd	San Diego		92101

PLSS: T16S R3W Sec. SBBM
UTMs: Zone 11 483246mE 3622354mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	2/4/2019	
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
2/6/2019	jlennox	added other identifier
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-013747	CA-SDI-013761					1994 (Mooney & Associates)	SD-03461
P-37-015531							SD-16448
P-37-015534							
P-37-015535							
P-37-015537							
P-37-015538							
P-37-015539							
P-37-015540							
P-37-015541							
P-37-015542							
P-37-015543							
P-37-015544							
P-37-015546							
P-37-015548							SD-17581
P-37-015550							
P-37-015554							
P-37-021002		OHP PRN - 2138-0095-0000; Other - 2601-2611 Kettner Blvd				2002 (University of San Diego)	SD-18437
P-37-021006		OHP PRN - 2138-0099-0000; Other - 1044 West Quince St				2002 (University of San Diego)	
P-37-021007		OHP PRN - 2138-0100-0000; Other - 1105 West Quince St				2002 (University of San Diego)	
P-37-021008		OHP PRN - 2138-0101-0000; Other - 1227 West Quince St				2002 (University of San Diego)	
P-37-021009		OHP PRN - 2138-0102-0000; Other - 1301 West Sassafras St				2002 (University of San Diego)	
P-37-021010		OHP PRN - 2138-0103-0000; Other - 1321 West Sasssafras St				2002 (University of San Diego)	
P-37-021022		OHP PRN - 2138-0115-0000; Other - 3018 State St				2002 (University of San Diego)	
P-37-021023		OHP PRN - 2138-0116-0000; Other - 3030-3032 State St				2002 (University of San Diego)	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-021024		OHP PRN - 2138-0117-0000; Other - 3042 State St				2002 (University of San Diego)	
P-37-024258		Other - Kettner Blvd& Kalmia St Isolate				2001 (RMW Paleo Associates)	SD-18165
P-37-033557		Other - SXPQ 13 Pomerado Road; Resource Name - Highway 395; Other - SXPQ-13 Historic road	Object, Site	Historic	AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)	2013 (Larry Tift, ASM Affiliates, Inc.); 2015 (Kent Manchen, Matt DeCarlo, ASM Affiliates, Inc.); 2017 (Haley Chateene, PanGIS); 2017 (A. Foglia, K. Keckeisen, PanGIS, Inc.); 2018 (Sarah Stringer-Bowsher, ASM Affiliates, Inc.)	SD-17576
P-37-034303							
P-37-034304							
P-37-034318							
P-37-037090		IC Informal - RNID-3889; Other - Group 701 Isolate-1	Other	Historic	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate	2018 (Jillian L. Hahnlen, Brian F. Smith & Associates, Inc.)	SD-17605
P-37-037091		IC Informal - RNID-3889; Other - Group 701 Isolate-2	Other	Historic	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate	2018 (Jillian L. Hahnlen, Brian F. Smith & Associates, Inc.)	SD-17605
P-37-037104		Other - 1329 West Spruce St., San Diego CA 92103	Building	Historic	HP02 (Single family property)	2016 (K. Crawford, Office of Marie Burke Lia)	SD-16830
P-37-037797		IC Informal - RNID-4133					
P-37-037801	CA-SDI-022514	IC Informal - RNID-4133					

Report Detail: SD-03461

Identifiers

Report No.:	SD-03461	
Other IDs:	*Type*	*Name*
	NADB-R	1123461
	Voided	GALLEGO153
Cross-refs:		

Citation information

Author(s):	KYLE, CAROLYN and ROXANA L. PHILLIPS
Year:	1998
Title:	CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA
Affiliation:	GALLEGO & ASSOCIATTES
No. pages:	
No. maps:	
Attributes:	Management/planning
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: CONTRAINT ANALYSIS, DIGITAL COPY, HISTORIC RESEARCH AND WINDSHIELD SURVEY, SDM-W-2374, VEHICLE]

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-000036	CA-SDI-000036	
	P-37-000037	CA-SDI-000037	
	P-37-000041	CA-SDI-000041	
	P-37-000042	CA-SDI-000042	
	P-37-000043	CA-SDI-000043	
	P-37-000044	CA-SDI-000044	
	P-37-000051	CA-SDI-000051	
	P-37-000052	CA-SDI-000052	
	P-37-000053	CA-SDI-000053	
	P-37-000054	CA-SDI-000054	
	P-37-012453	CA-SDI-012453	
	P-37-013747	CA-SDI-013761	
No. resources:	12		
Has informals:			

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:	4/25/2018	jaime	
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-04867

Identifiers

Report No.:	SD-04867	
Other IDs:	*Type*	*Name*
	NADB-R	1124867
	Voided	KEA01
Cross-refs:		

Citation information

Author(s):	KEA ENVIRONMENTAL
Year:	1996
Title:	GENERAL DYNAMIC FACILITIES DEMOLITION PROJECT: FINAL EIR
Affliliation:	KEA ENVIRONEMENTAL
No. pages:	
No. maps:	
Attributes:	Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: BUILDING 2,3,AND 4, DEMOLITION PROJECT, HISTORIC AEROSPACE INDUSTRY, PORT DISTRICT, POSITIVE, PRESERVATION OF HISTORIC DISTRICT]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-08451

Identifiers

Report No.:	SD-08451	
Other IDs:	*Type*	*Name*
	NADB-R	1128451
	Voided	BRANDES58
	Other	36-10-004
Cross-refs:		

Citation information

Author(s): Brandes, Ray

Year: 1981

Title: Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981

Affliliation: Department of Parks and Recreation

No. pages:

No. maps:

Attributes: Other research

Inventory size:

Disclosure:

Collections:

General notes

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-10825

Identifiers

Report No.:	SD-10825	
Other IDs:	*Type*	*Name*
	NADB-R	1130825
	Voided	HISTORIC95
Cross-refs:		

Citation information

Author(s):	VARIOUS
Year:	
Title:	GENERAL DYNAMICS FACILITIES, 3302 PACIFIC HIGHWAY, SAN DIEGO, CA
Affliliation:	
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: 3302 PACIFIC HIGHWAY, GENERAL DYNAMICS FACILITIES, UNKNOWN FINDINGS]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-11955

Identifiers

Report No.:	SD-11955	
Other IDs:	*Type*	*Name*
	NADB-R	1131955
	Voided	KIMS01
Cross-refs:		

Citation information

Author(s): KIM, STEVE

Year: 2008

Title: PROPOSED FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT SURFACE DETECTION EQUIPMENT-MODEL X (ASDE-X) UPGRADE SYSTEM TO SERVE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CALIFORNIA

Affliliation: FEDERAL AVIATION ADMINISTRATION

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	*Action taken*
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-14740

Identifiers

Report No.:	SD-14740	
Other IDs:	*Type*	*Name*
	NADB-R	1134740
	Voided	CITYSD1136
Cross-refs:		

Citation information

Author(s):	CITY OF SAN DIEGO
Year:	2014
Title:	SEWER GROUP JOB 743
Affliliation:	CITY OF SAN DIEGO
No. pages:	134
No. maps:	0
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

[NADB Keywords: CLAIREMONT MESA, DIGITAL REPORT, LA JOLLA, SEWER, UNKNOWN FINDINGS]

Associated resources

No. resources:	0
Has informals:	No

Location information

County(ies):	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
		San Diego		
PLSS:				

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:	4/9/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
	4/9/2018	Tech1	SCJ; data added
Record status:	Database Complete		

Report Detail: SD-15065

Identifiers

Report No.:	SD-15065	
Other IDs:	*Type*	*Name*
	NADB-R	1135065
Cross-refs:	See also SD-15064	
	See also SD-15066	

Citation information

Author(s):	CAROLE DENARDO, RACHAEL GREENLEE, and CAPRICE HARPER
Year:	2012 (Apr)
Title:	MID-COAST CORRIDOR TRANSIT PROJECT: ARCHAEOLOGICAL SURVEY REPORT, SAN DIEGO, CALIFORNIA
Affliliation:	GARCIA AND ASSOCIATES
No. pages:	220
No. maps:	
Attributes:	Archaeological, Field study, Other research
Inventory size:	UNKNOWN
Disclosure:	Not for publication
Collections:	No

Sub-desig.:	
Author(s):	
Year:	
Title:	
Affiliation:	
Report type(s):	
Inventory size:	
No. pages:	
Disclosure:	
Collections:	
PDF Pages:	-

General notes

KEYWORDS: SITE UPDATES, POSITIVE FINDINGS, SURVEY, CAMP CALVIN B. MATTHEWS, UNIVERSITY OF SAN DIEGO, OLD TOWN SAN DIEGO, SANDAG

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-012557	CA-SDI-012557	
No. resources:	1		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Del Mar, La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	12/17/201	bree	
Last modified:	2/12/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ
Record status:	Database Complete		

Report Detail: SD-15066

Identifiers

Report No.:	SD-15066	
Other IDs:	*Type*	*Name*
	NADB-R	1135066
	Agency Nbr	SANDAG
Cross-refs:	See also SD-15064	
	See also SD-15065	

Citation information

Author(s): SANDAG
Year: 2013 (Apr)
Title: MID-COAST CORRIDOR TRANSIT PROJECT: HISTORIC PROPERTY EFFECTS REPORT
Affliliation: SANDAG
No. pages: 352
No. maps: 11
Attributes: Architectural/Historical, Evaluation, Field study, Other research
Inventory size: 0
Disclosure: Unrestricted
Collections: No

General notes

KEYWORDS: HISTORIC PROPERTY, SURVEY, EVALUATION, POSITIVE FINDINGS, ELIGIBLE LISTINGS, OLD TRIESTE RESTAURANT, UCSD, POINT LOMA QUAD, DEL MAR QUAD, LA JOLLA QUAD, SANDAG

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*	
Entered:	12/17/201	bree	
Last modified:	2/12/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	12/18/201	bree	Numerous site records for historic resources removed from report, none had designation numbers at the time of entry into the database.
	2/12/2018	Tech1	SCJ
Record status:	Database Complete		

Report Detail: SD-17661

Identifiers

Report No.:	SD-17661	
Other IDs:	*Type*	*Name*
	NADB-R	1137661
	Submitter	ASM P/N 21430.01
Cross-refs:		

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	2/4/2019		
Last modified:	2/7/2019	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	2/7/2019	jlennox	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-17800

Identifiers

Report No.: SD-17800

Other IDs:

Type	Name
NADB-R	1137800
Other	ASM P/N 21430.01

Cross-refs:

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: FINAL ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	User
Entered:	9/29/2019	
Last modified:	9/30/2019	jlennox

IC actions:

Date	User	Action taken
9/30/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-02788

Identifiers

Report No.: SD-02788

Other IDs:	*Type*	*Name*
	NADB-R	1122788
	Voided	ASI 10

Cross-refs:

Citation information

Author(s): OLSEN, RICHARD and SUE WADE

Year: 1993

Title: ARCHAEOLOGICAL MONITORING RESULTS REPORT FOR CONSTRUCTION OF MIDDLETOWN TRUNK SEWER, PHASE 1 SAN DIEGO WATER UTILITES SAN DIEGO, CALIFORNIA

Affiliation: ADVANCES SCIENCES INC

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Field study

Inventory size: 2525 SQ MATERS

Disclosure:

Collections:

General notes

[NADB Keywords: COASTAL AREA, DIGITAL REPORT, HISTORIC, HISTORIC REFUSE, SOUTHERN PENINSULAR]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-013329	CA-SDI-013329	

No. resources: 1

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	*Action taken*
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-02932

Identifiers

Report No.: SD-02932

Other IDs:

Type	*Name*
NADB-R	1122932
Voided	SCHAEFER09
Other	89-1105

Cross-refs:

Citation information

Author(s): SCHAEFER, JERRY

Year: 1994

Title: CULTURAL RESOURCES EVALUATION FOR THE PROPOSED NORTH METRO INTERCEPTOR SEWER PROJECT, SAN DIEGO,CALIF. APPENDIX F.

Affliliation: BRIAN F. MOONEY AND ASSOCIATES

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Management/planning

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: ARCHIVAL REVIEW, COSOY, OLD TOWN, Point Loma Ouad, TEST]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): La Jolla

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-03461

Identifiers

Report No.: SD-03461

Other IDs:

Type	*Name*
NADB-R	1123461
Voided	GALLEGO153

Cross-refs:

Citation information

Author(s): KYLE, CAROLYN and ROXANA L. PHILLIPS

Year: 1998

Title: CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA

Affliliation: GALLEGO & ASSOCIATTES

No. pages:

No. maps:

Attributes: Management/planning

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: CONTRAINT ANALYSIS, DIGITAL COPY, HISTORIC RESEARCH AND WINDSHIELD SURVEY, SDM-W-2374, VEHICLE]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000036	CA-SDI-000036	
P-37-000037	CA-SDI-000037	
P-37-000041	CA-SDI-000041	
P-37-000042	CA-SDI-000042	
P-37-000043	CA-SDI-000043	
P-37-000044	CA-SDI-000044	
P-37-000051	CA-SDI-000051	
P-37-000052	CA-SDI-000052	
P-37-000053	CA-SDI-000053	
P-37-000054	CA-SDI-000054	
P-37-012453	CA-SDI-012453	
P-37-013747	CA-SDI-013761	

No. resources: 12

Has informals:

Location information

County(ies): San Diego

USGS quad(s): La Jolla, Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/25/2018	jaime

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-04867

Identifiers

Report No.:	SD-04867	
Other IDs:	*Type*	*Name*
	NADB-R	1124867
	Voided	KEA01
Cross-refs:		

Citation information

Author(s):	KEA ENVIRONMENTAL
Year:	1996
Title:	GENERAL DYNAMIC FACILITIES DEMOLITION PROJECT: FINAL EIR
Affliliation:	KEA ENVIRONEMENTAL
No. pages:	
No. maps:	
Attributes:	Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: BUILDING 2,3,AND 4, DEMOLITION PROJECT, HISTORIC AEROSPACE INDUSTRY, PORT DISTRICT, POSITIVE, PRESERVATION OF HISTORIC DISTRICT]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-05915

Identifiers

Report No.:	SD-05915	
Other IDs:	*Type*	*Name*
	NADB-R	1125915
	Voided	CITYSD 282
Cross-refs:		

Citation information

Author(s):	CITY OF SAN DIEGO
Year:	1996
Title:	MITIGATED NEGATIVE DECLARATION FOR SEWER AND WATER GROUP JOB NO. 639
Affliliation:	CITY OF SAN DIEGO
No. pages:	
No. maps:	
Attributes:	Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: NO RESOURCES]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	La Mesa, National City
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-08451

Identifiers

Report No.:	SD-08451	
Other IDs:	*Type*	*Name*
	NADB-R	1128451
	Voided	BRANDES58
	Other	36-10-004
Cross-refs:		

Citation information

Author(s):	Brandes, Ray
Year:	1981
Title:	Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981
Affliliation:	Department of Parks and Recreation
No. pages:	
No. maps:	
Attributes:	Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-10444

Identifiers

Report No.:	SD-10444	
Other IDs:	*Type*	*Name*
	NADB-R	1130444
	Voided	MAYV17
Cross-refs:		

Citation information

Author(s):	May, Vonn Marie
Year:	2006
Title:	UPTOWN HISTORIC ARCHITECTURAL AND CULTURAL LANDSCAPE RECONNAISSANCE SURVEY
Affiliation:	IS Architecture
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: DIGITAL COPY, Unknown Findings, Uptown]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-10825

Identifiers

Report No.:	SD-10825	
Other IDs:	*Type*	*Name*
	NADB-R	1130825
	Voided	HISTORIC95
Cross-refs:		

Citation information

Author(s):	VARIOUS
Year:	
Title:	GENERAL DYNAMICS FACILITIES, 3302 PACIFIC HIGHWAY, SAN DIEGO, CA
Affliliation:	
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: 3302 PACIFIC HIGHWAY, GENERAL DYNAMICS FACILITIES, UNKNOWN FINDINGS]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-11098

Identifiers

Report No.:	SD-11098	
Other IDs:	*Type*	*Name*
	NADB-R	1131098
	Voided	ROBBINS201
Cross-refs:		

Citation information

Author(s): ROBBINS-WADE, MARY

Year: 2006

Title: DRAFT ARCHAEOLOGICAL SURVEY REPORT SAN DIEGO INTERNATIONAL AIRPORT, AIRPORT MASTER PLAN, SAN DIEGO, CALIFORNIA

Affliliation: AFFINIS

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-11099

Identifiers

Report No.: SD-11099

Other IDs:	*Type*	*Name*
	NADB-R	1131099
	Voided	ROBBINS202

Cross-refs:

Citation information

Author(s): ROBBINS-WADE, MARY and STEPHEN R. VAN WORMER

Year: 2006

Title: HISTORIC ARCHITECTURAL SURVEY REPORT: SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN UPDATE

Affliliation: AFFINIS

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11350

Identifiers

Report No.:	SD-11350	
Other IDs:	*Type*	*Name*
	NADB-R	1131350
	Voided	TARASM05
Cross-refs:		

Citation information

Author(s):	TARASUCK, MARC
Year:	1995
Title:	ARCHITECTURAL AND HISTORICAL ASSESSMENT FOR 3042 STATE STREET, SAN DIEGO, CALIFORNIA 92103
Affiliation:	
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-11955

Identifiers

Report No.:	SD-11955	
Other IDs:	*Type*	*Name*
	NADB-R	1131955
	Voided	KIMS01
Cross-refs:		

Citation information

Author(s):	KIM, STEVE
Year:	2008
Title:	PROPOSED FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT SURFACE DETECTION EQUIPMENT-MODEL X (ASDE-X) UPGRADE SYSTEM TO SERVE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CALIFORNIA
Affliliation:	FEDERAL AVIATION ADMINISTRATION
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-13491

Identifiers

Report No.: SD-13491

Other IDs:

Type	*Name*
NADB-R	1133491
Voided	USDT01

Cross-refs:

Citation information

Author(s): U.S. DEPARTMENT OF TRANSPORTATION

Year: 2011

Title: SECTION 106 CONSULTATION FOR THE MID COAST CORRIDOR TRANSIT PROJECT, SAN DIEGO COUNTY, CA

Affliliation: U.S. DEPARTMENT OF TRANSPORTATION

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: MTS, OLD TOWN TRANSIT CENTER, SANDAG, UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Del Mar, La Jolla, Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-13982

Identifiers

Report No.:	SD-13982	
Other IDs:	*Type*	*Name*
	NADB-R	1133982
	Voided	KRAFTJ07
Cross-refs:		

Citation information

Author(s):	KRAFT, JENNIFER R. and BRIAN F. SMITH
Year:	2012
Title:	MITIGATION MONITORING REPORT FOR THE PACIFIC HIGHWAY TRUNK SEWER, SAN DIEGO, CALIFORNIA
Affliliation:	BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages:	
No. maps:	
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	
Collections:	

General notes

[NADB Keywords: DIGITAL REPORT, MONITORING, NEGATIVE FINDINGS]

Associated resources

No. resources:	0
Has informals:	

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:			
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
Record status:			

Report Detail: SD-14577

Identifiers

Report No.: SD-14577

Other IDs:	*Type*	*Name*
	NADB-R	1134577
	Voided	CITYSD1127

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO

Year: 2013

Title: THE UPAS STREET PIPELINE REPLACEMENT PROJECT

Affliliation: CITY OF SAN DIEGO

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: BALBOA PARK, CABRILLO FREEWAY, COASTAL, DIGITAL REPORT, HISTORIC, NEGATIVE FINDINGS, STRUCTURES, SURVEY]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-14676

Identifiers

Report No.:	SD-14676	
Other IDs:	*Type*	*Name*
	NADB-R	1134676
	Voided	GLOBAV03
Cross-refs:		

Citation information

Author(s):	GLOBA, VICTOR
Year:	2012 (Dec)
Title:	SAN DIEGO INTERNATIONAL AIRPORT DRAFT ENVIRONMENTAL ASSESSMENT RUNWAY 9 DISPLACED THRESHOLD PROJECT SAN DIEGO, CALIFORNIA SECTION 106 CONSULTATION
Affliliation:	FEDERAL AVIATION ADMINISTRATION
No. pages:	447
No. maps:	41
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

[NADB Keywords: AIRPORT, DIGITAL REPORT, LINDBERGH FIELD, SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-000053	CA-SDI-000053	
	P-37-000054	CA-SDI-000054	
No. resources:	2		
Has informals:	No		

Location information

County(ies):	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	2340 A-D Sillwater Road	San Diego		92133
PLSS:	T16S R3W Sec. unsectioned Pueblo Lands SBBM			

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:	5/7/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
	5/7/2018	Tech1	SCJ; data added
Record status:	Database Complete		

Report Detail: SD-14740

Identifiers

Report No.: SD-14740

Other IDs:	*Type*	*Name*
	NADB-R	1134740
	Voided	CITYSD1136

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO
Year: 2014
Title: SEWER GROUP JOB 743
Affliliation: CITY OF SAN DIEGO
No. pages: 134
No. maps: 0
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

[NADB Keywords: CLAIREMONT MESA, DIGITAL REPORT, LA JOLLA, SEWER, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
		San Diego		

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/9/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
	4/9/2018	Tech1	SCJ; data added

Record status: Database Complete

Report Detail: SD-14750

Identifiers

Report No.:	SD-14750	
Other IDs:	*Type*	*Name*
	NADB-R	1134750
	Voided	GLOBAV04
Cross-refs:		

Citation information

Author(s):	GLOBA, VICTOR
Year:	2013 (Jun)
Title:	SAN DIEGO INTERNATIONAL AIRPORT, NORTHSIDE IMPROVEMENTS PROJECT, SAN DIEGO CA
Affliliation:	FEDERAL AVIATION ADMINISTRATION
No. pages:	506
No. maps:	38
Attributes:	Archaeological, Evaluation, Other research
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

[NADB Keywords: DIGITAL REPORT, NORTHSIDE, SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-000036	CA-SDI-000036	
	P-37-000037	CA-SDI-000037	
	P-37-000053	CA-SDI-000053	
	P-37-000054	CA-SDI-000054	
No. resources:	4		
Has informals:	No		

Location information

County(ies):	San Diego			
USGS quad(s):	Point Loma			
Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego International Airport	San Diego		92133
PLSS:	T16S R3W Sec. unsectioned Pueblo Lands of the City of San Diego SBBM			

Database record metadata

	Date	*User*	
Entered:	8/4/2014	jay	
Last modified:	4/9/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.
	4/9/2018	Tech1	SCJ; data added
Record status:	Database Complete		

Report Detail: SD-15065

Identifiers

Report No.:	SD-15065	
Other IDs:	*Type*	*Name*
	NADB-R	1135065
Cross-refs:	See also SD-15064	
	See also SD-15066	

Citation information

Author(s):	CAROLE DENARDO, RACHAEL GREENLEE, and CAPRICE HARPER
Year:	2012 (Apr)
Title:	MID-COAST CORRIDOR TRANSIT PROJECT: ARCHAEOLOGICAL SURVEY REPORT, SAN DIEGO, CALIFORNIA
Affliliation:	GARCIA AND ASSOCIATES
No. pages:	220
No. maps:	
Attributes:	Archaeological, Field study, Other research
Inventory size:	UNKNOWN
Disclosure:	Not for publication
Collections:	No

Sub-desig.:	
Author(s):	
Year:	
Title:	
Affiliation:	
Report type(s):	
Inventory size:	
No. pages:	
Disclosure:	
Collections:	
PDF Pages:	-

General notes

KEYWORDS: SITE UPDATES, POSITIVE FINDINGS, SURVEY, CAMP CALVIN B. MATTHEWS, UNIVERSITY OF SAN DIEGO, OLD TOWN SAN DIEGO, SANDAG

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-012557	CA-SDI-012557	
No. resources:	1		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Del Mar, La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	12/17/201	bree	
Last modified:	2/12/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ
Record status:	Database Complete		

Report Detail: SD-15066

Identifiers

Report No.:	SD-15066	
Other IDs:	*Type*	*Name*
	NADB-R	1135066
	Agency Nbr	SANDAG
Cross-refs:	See also SD-15064	
	See also SD-15065	

Citation information

Author(s):	SANDAG
Year:	2013 (Apr)
Title:	MID-COAST CORRIDOR TRANSIT PROJECT: HISTORIC PROPERTY EFFECTS REPORT
Affliliation:	SANDAG
No. pages:	352
No. maps:	11
Attributes:	Architectural/Historical, Evaluation, Field study, Other research
Inventory size:	0
Disclosure:	Unrestricted
Collections:	No

General notes

KEYWORDS: HISTORIC PROPERTY, SURVEY, EVALUATION, POSITIVE FINDINGS, ELIGIBLE LISTINGS, OLD TRIESTE RESTAURANT, UCSD, POINT LOMA QUAD, DEL MAR QUAD, LA JOLLA QUAD, SANDAG

Associated resources

No. resources:	0
Has informals:	No

Location information

County(ies):	San Diego
USGS quad(s):	Del Mar, La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	12/17/201	bree	
Last modified:	2/12/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	12/18/201	bree	Numerous site records for historic resources removed from report, none had designation numbers at the time of entry into the database.
	2/12/2018	Tech1	SCJ
Record status:	Database Complete		

Report Detail: SD-15075

Identifiers

Report No.:	SD-15075	
Other IDs:	*Type*	*Name*
	NADB-R	1135075
Cross-refs:		

Citation information

Author(s):	JENNIFER R. KRAFT and BRIAN F. SMITH
Year:	2014 (Jul)
Title:	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 761 PROJECT
Affliliation:	BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages:	39
No. maps:	3
Attributes:	Archaeological, Monitoring, Other research
Inventory size:	0
Disclosure:	Not for publication
Collections:	No

General notes

KEYWORDS: MONITORING, NEGATIVE FINDINGS, LA JOLLA QUAD, POINT LOMA QUAD, SEWER AND WATER PROJECT, GROUP 761, NO RECOVERY

Associated resources

No. resources:	0
Has informals:	No

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla, Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	12/18/201	bree	
Last modified:	2/12/2018	Tech1	
IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ
Record status:	Database Complete		

Report Detail: SD-15798

Identifiers

Report No.: SD-15798

Other IDs:

Type	Name
NADB-R	1135798

Cross-refs:

Citation information

Author(s): Don Perez

Year: 2014 (Oct)

Title: CULTURAL RESOURCES SURVEY, SASSAFRAS / ENSITE #20787 (280742), 3420 KETTNER COULEVARD, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101, EBI PROJECT NO. 61146854

Affliliation: EBI Consulting

No. pages: 28

No. maps: 9

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): La Jolla, Point Loma

Address:

Address	City	Assessor's parcel no.	Zip code
3420 Kettner Blvd	San Diego	451-690-48	

PLSS:

Database record metadata

	Date	User
Entered:	3/23/2016	
Last modified:	2/8/2018	Tech1

IC actions:

Date	User	Action taken
3/25/2016	eddie	JT
2/8/2018	Tech1	HLL

Record status: Database Complete

Report Detail: SD-16448

Identifiers

Report No.:	SD-16448	
Other IDs:	*Type*	*Name*
	NADB-R	1136448
	Submitter	2015-004
Cross-refs:		

Citation information

Author(s):	GARCIA-HERBST, ARLEEN
Year:	2015 (Jun)
Title:	CULTURAL RESOURCES INVENTORY FOR THE PACIFIC BEACH PIPELINE PROJECT, CITY OF SAN DIEGO, CA
Affliliation:	Spindrift Archaeological Consulting, LLC
No. pages:	128
No. maps:	11
Attributes:	Archaeological
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-000036	CA-SDI-000036	
	P-37-000053	CA-SDI-000053	
	P-37-010530	CA-SDI-010530	
	P-37-011571	CA-SDI-011571	
	P-37-015531		
	P-37-028238		
	P-37-028552		
	P-37-033836		
No. resources:	8		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	12/6/2016		
Last modified:	3/7/2018	jaime	
IC actions:	*Date*	*User*	*Action taken*
	7/25/2017	Tech1	jt
	2/5/2018	jaime	SCJ
	3/7/2018	jaime	added resources
Record status:	Database Complete		

Report Detail: SD-16802

Identifiers

Report No.:	SD-16802	
Other IDs:	*Type*	*Name*
	NADB-R	1136802
Cross-refs:		

Citation information

Author(s):	
Year:	2016 (May)
Title:	UPTOWN COMMUNITY PLAN AREA DRAFT HISTORIC RESOURCES SURVEY REPORT
Affliliation:	CITY OF SAN DIEGO PLANNING DEPARTMENT
No. pages:	1049
No. maps:	50
Attributes:	Architectural/Historical
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-016203		
	P-37-016204		
No. resources:	2		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	La Jolla
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	4/26/2017		
Last modified:	3/23/2018	jaime	
IC actions:	*Date*	*User*	*Action taken*
	8/2/2017	Tech1	jt
	2/1/2018	tech1	HLL
	3/23/2018	jaime	added resources
Record status:	Database Complete		

Report Detail: SD-16830

Identifiers

Report No.: SD-16830

Other IDs:	*Type*	*Name*
	NADB-R	1136830

Cross-refs:

Citation information

Author(s): CRAWFORD, KAREN

Year: 2016 (Nov)

Title: 1329 WEST SPRUCE ST., SAN DIEGO CA 92103

Affliliation: Office of Maria Burke Lia

No. pages: 94

No. maps: 10

Attributes: Architectural/Historical

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-037104		

No. resources: 1

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	1329 West Pruce St	San Diego	451-613-10	92103

PLSS:

Database record metadata

	Date	*User*
Entered:	7/22/2017	
Last modified:	5/21/2018	jaime

IC actions:	*Date*	*User*	*Action taken*
	8/7/2017	Tech1	jt
	2/1/2018	tech1	HLL
	5/21/2018	jaime	ADDED RESOURCE

Record status: Database Complete

Report Detail: SD-17581

Identifiers

Report No.:	SD-17581	
Other IDs:	*Type*	*Name*
	NADB-R	1137581
Cross-refs:		

Citation information

Author(s):	STROPES, JENNIFER R.K. and BRIAN F. SMITH
Year:	2018 (Jun)
Title:	HISTORIC RESOURCES STUDY FOR THE PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT AT THE SAN DIEGO INTERNATIONAL AIRPORT, CITY OF SAN DIEGO, CALIFORNIA
Affliliation:	BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages:	392
No. maps:	3
Attributes:	Architectural/Historical, Field study
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

SURVEY; HISTORIC STRUCTURES; SAN DIEGO INTERNATIONAL AIRPORT; P-37-036757 THROUGH P-37-036762 EVALUATED AS NOT SIGNIFICANT WITH NO ADVERSE EFFECT; P-37-036756 AND P-37-028620 EVALUATED AS SIGNIFICANT HISTORIC RESOURCES UNDER NRHP/CRHR CRITERION A/1; P-37-015548 EVALUATED AS A SIGNIFICANT HISTORICAL RESOURCE UNDER NRHP/CRHR CRITERIA A/1, C/3, AND D/4; HABS/HAER DOCUMENTATION COMPLETED FOR P-37-036756 AND P-37-028620; HABS/HAER DOCUMENTATION COMPLETED FOR P-37-036757 AS AN ADDITION TO P-37-036756; NO DIRECT IMPACTS OR ADVERSE EFFECTS TO P-37-015548

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-015548		
P-37-028620		
P-37-036756		
P-37-036757		
P-37-036758		
P-37-036759		
P-37-036760		
P-37-036761		
P-37-036762		

No. resources: 9

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
		760-005-10, -28, -29, -30, -31, -33, -35, -36, -37	
		760-005-38, -39, -41	
		760-006-05, -07, -08, -21, -45, -47, -48, -49, -50	
		760-006-51	
		760-009-02, -04, -05	
		760-039-07, -08, -11, -12, -15, -17, -18, -19, -29	
		760-039-38, -51, -53, -54, -56, -57, -58, -65, -66	
		760-039-67	

Report Detail: SD-17581

760-060-01 THROUGH -85
760-061-01 THROUGH -69
760-062-01, -02, -03, -04, -05

PLSS: T17S R3W

Database record metadata

	Date	*User*	
Entered:	10/23/201		
Last modified:	10/26/201	jaime	
IC actions:	*Date*	*User*	*Action taken*
	10/26/201	jaime	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-17605

Identifiers

Report No.:	SD-17605	
Other IDs:	*Type*	*Name*
	NADB-R	1137605
	Agency Nbr	CITY OF SAN DIEGO PROJECT NUMBER 380583; SE
Cross-refs:		

Citation information

Author(s):	HAHNLEN, JILLIAN L. and BRIAN F. SMITH
Year:	2018 (Aug)
Title:	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO
Affliliation:	BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages:	77
No. maps:	6
Attributes:	Archaeological, Architectural/Historical, Monitoring, Other research
Inventory size:	
Disclosure:	Not for publication
Collections:	Yes

General notes

ISOLATED RECOVERY; ARCHIVAL RESEARCH; CURATION; ARCHAEOLOGICAL MONITORING; HISTORIC RESOURCES; NOT SIGNIFICANT

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-037090		
	P-37-037091		
	P-37-037092		
No. resources:	3		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	T17S R3W Sec. 2 SBBM

Database record metadata

	Date	*User*	
Entered:	10/23/201		
Last modified:	10/26/201	jaime	
IC actions:	*Date*	*User*	*Action taken*
	10/26/201	jaime	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-17661

Identifiers

Report No.:	SD-17661	
Other IDs:	*Type*	*Name*
	NADB-R	1137661
	Submitter	ASM P/N 21430.01
Cross-refs:		

Citation information

Author(s):	WILLIAMS, BRIAN
Year:	2019 (Jan)
Title:	ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA
Affliliation:	ASM AFFILIATES, INC.
No. pages:	31
No. maps:	7
Attributes:	Archaeological, Monitoring
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

Associated resources

No. resources:	0
Has informals:	No

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	2/4/2019		
Last modified:	2/7/2019	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	2/7/2019	jlennox	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-17747

Identifiers

Report No.: SD-17747

Other IDs:

Type	*Name*
NADB-R	1137747

Cross-refs:

Citation information

Author(s): HAHNLEN, JILLIAN L. and BRIAN F. SMITH

Year: 2019 (Mar)

Title: CULTURAL RESOURCE MONITORING REPORT FOR THE WATER AND SEWER GROUP 954 PROJECT, SAN DIEGO, CALIFORNIA PROJECT NO. 409189; WATER WBS NO. B-10187; SEWER WBS NO. B-13203

Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.

No. pages: 45

No. maps: 4

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

KEY WORDS: MITIGATION MONITORING; NO SIGNIFICANT DISCOVERIES

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS: T16S R3W Sec. 34 SBBM

Database record metadata

	Date	*User*
Entered:	5/12/2019	
Last modified:	5/15/2019	jlennox

IC actions:

Date	*User*	*Action taken*
5/15/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-17800

Identifiers

Report No.:	SD-17800	
Other IDs:	*Type*	*Name*
	NADB-R	1137800
	Other	ASM P/N 21430.01
Cross-refs:		

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: FINAL ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	9/29/2019		
Last modified:	9/30/2019	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	9/30/2019	jlennox	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-18165

Identifiers

Report No.:	SD-18165	
Other IDs:	*Type*	*Name*
	NADB-R	1138165
Cross-refs:		

Citation information

Author(s):	KNABB, KYLE
Year:	2019 (Sep)
Title:	ETS 41284: CULTURAL RESOURCES MONITORING REPORT FOR THE RENEW DEEP WELL ANODE, SAN DIEGO PROJECT
Affiliation:	CHAMBERS GROUP
No. pages:	5
No. maps:	1
Attributes:	Archaeological, Monitoring
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-024258		
No. resources:	1		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	1/20/2020		
Last modified:	1/24/2020	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/24/2020	jlennox	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-18331

Identifiers

Report No.:	SD-18331	
Other IDs:	*Type*	*Name*
	NADB-R	1138331
	OHP PRN	FCC_2014_1112_006
Cross-refs:		

Citation information

Author(s): PEREZ, DON C.

Year: 2018 (Apr)

Title: ARCHAEOLOGICAL ADDENDUM TO FCC FORM 620, SASSAFRAS - A / FUZE #3574268, [FORMERLY ENSITE #20787 (280742)], 3420 KETTNER BLVD, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101, EBI PROJECT NO. 6118002464 [FORMERLY 61146854], TCNS 116959

Affliliation: EBI CONSULTING

No. pages: 58

No. maps: 1

Attributes: Archaeological, Other research

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	3420 KETTNER BLVD	SAN DIEGO		92101

PLSS:

Database record metadata

	Date	*User*	
Entered:	4/27/2020		
Last modified:	5/15/2020	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	5/15/2020	jlennox	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-18437

Identifiers

Report No.:	SD-18437	
Other IDs:	*Type*	*Name*
	NADB-R	1138437
Cross-refs:		

Citation information

Author(s):	FOGLIA, ALBERTO B.
Year:	2020 (Feb)
Title:	ETS 41640: ARCHAEOLOGICAL MONITORING FOR THE ALADDIN AIRPORT PARKING PRIORITY REVIEW PROJECT
Affliliation:	PANGIS
No. pages:	10
No. maps:	3
Attributes:	Archaeological, Monitoring
Inventory size:	
Disclosure:	Not for publication
Collections:	No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-021002		
No. resources:	1		
Has informals:	No		

Location information

County(ies):	San Diego
USGS quad(s):	Point Loma
Address:	
PLSS:	

Database record metadata

	Date	*User*	
Entered:	4/27/2020		
Last modified:	10/15/202	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	5/21/2020	jlennox	POPULATED ATTRIBUTES
	10/15/202	jlennox	ADDED RESOURCE
Record status:	Database Complete		

Appendix B

DPR Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) Port Administration Building

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Point Loma **Date** ___ **T** 16S **; R** 03W **;** ___ ☐ **of** ___ ☐ **of Sec** 34 **;** ___ **B.M.**

c. Address 3165 Pacific Highway City San Diego Zip 92101

d. UTM: Zone 11S , 483395.10 m E mE/ 3621960.12 mN

e. Other Locational Data: APNs 7600051000; 4516010600

***P3a. Description:** The Port of San Diego Administration Building is located at 3165 Pacific Highway, just south of Sassafras Street on the eastern edge of the San Diego Airport. The seven-story concrete building has a square floorplan measuring approximately 142 feet east-west and 142 feet north-south. The building has a flat roof with a slightly offset penthouse which houses mechanical equipment. The building is a three-part vertical block; multiple series of five decorative false columns separate the base from the shaft and a smooth stringcourse separates the shaft from the capitol. The exterior of the ground floor is faced in series of concrete rectangles topped by a slightly recessed frieze of evenly spaced groups of 5 rounded bars. There are four entrances, one on each side. The primary entrance, located on the northern façade, features a concrete canopy supported by "L" shaped columns (Photo 2).

***P3b. Resource Attributes:** HP7. Commercial Building, over 3 stories

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking southeast, 11/12/2020

***P6. Date Constructed/Age and Source:** 1942/as-built plans
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
San Diego Port Authority
3165 Pacific Hwy
San Diego, CA 92101

***P8. Recorded by:**
Alta Cunningham
Ascent Environmental
Sacramento, CA 95814

***P9. Date Recorded:** Nov 12, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Ascent Environmental. 2021. *Historic Resource Evaluation Report for the Stay Open San Diego Hotel Redevelopment Project*. Prepared for San Diego Port Authority.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Port Administration Building ***NRHP Status Code** 6Z

B1. Historic Name: General Administration Building for Consolidated Aircraft Corporation
B2. Common Name: Port of San Diego Administration Building
B3. Original Use: business administration B4. Present Use: same

***B5. Architectural Style:** WWII industrial architecture

***B6. Construction History:** Constructed 1942; from the 1942 plans, it appears that the 7th floor windows were constructed as part of the original building, however, the windows on the 6th floor were added around 1986 and the windows on the 5th on floor were added approximately 1998. The primary entrance has also been altered with the addition of a concrete canopy.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** ______ **Original Location:** ______
***B8. Related Features:** N/A
B9a. Architect: William Templeton Johnson b. Builder: unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

This building does not appear to meet the criteria for the City of San Diego Register, the California Register of Historical Resources (CRHR), or the National Register of Historic Places (NRHP).

Development of the Aerospace Industry in San Diego

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** See Continuation Sheet, page 10.
B13. Remarks:

***B14. Evaluator:** Alta Cunningham, MA; Emilie Zelazo, MA
***Date of Evaluation:** January 5, 2021

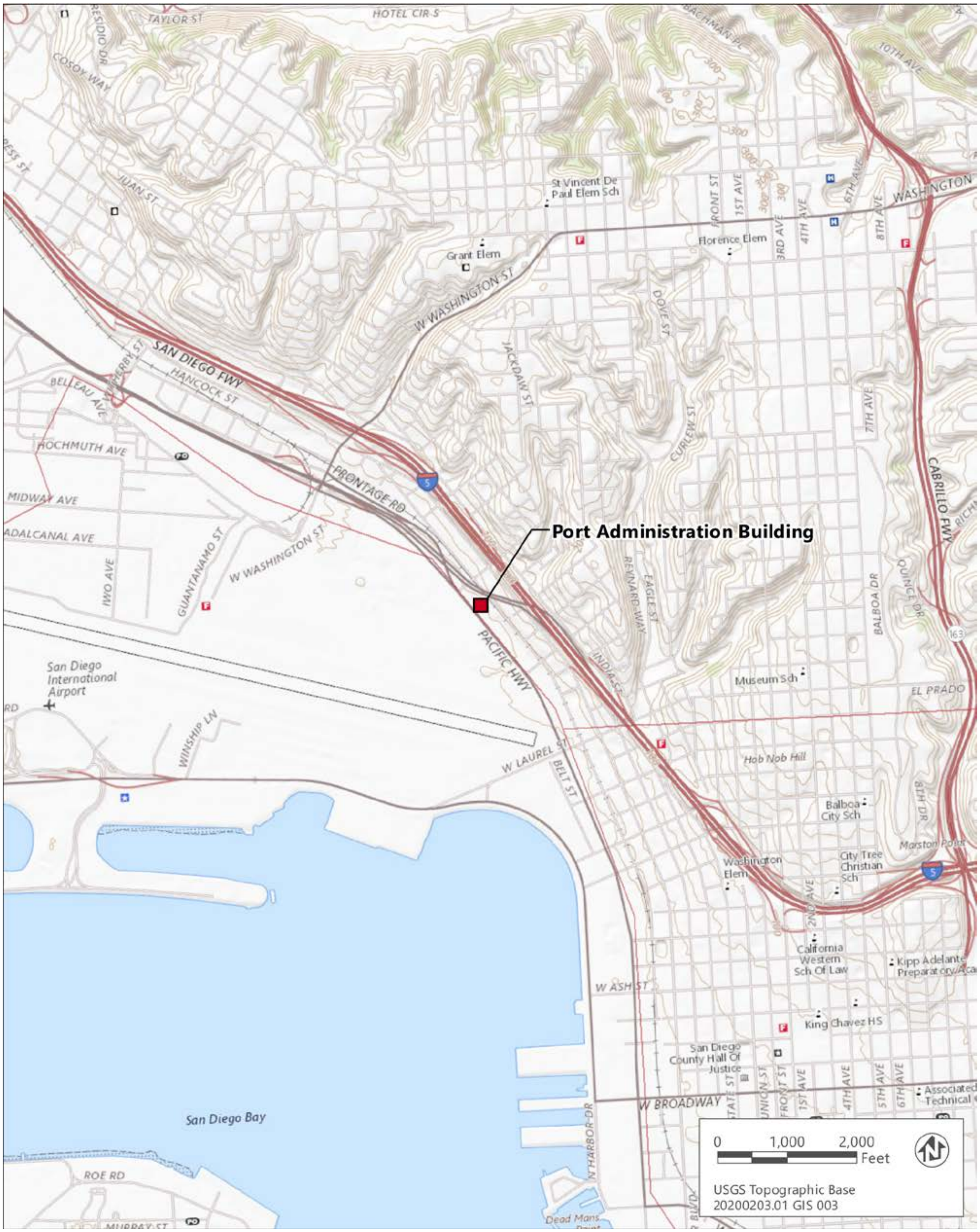
(This space reserved for official comments.)

State of California ♁ Natural Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI #
Trinomial

LOCATION MAP

Page 3 of 14 Resource Name or # Port Administration Building

*Map Name: ESRI *Scale: *Date of map: 2015



P3a. Description (continued)

The entrance on the western façade is framed by a bump out comprised of four posts and a lintel (Photo 3). Windows are only present on the 5th, 6th, and 7th floors and flanking the primary entrance. On the 5th and 6th floors, the windows are comprised of three panes horizontally placed in between the false columns. Windows on the 7th floor are the same but also include three-paned windows on each end which meet at the corners to give a wrap-around effect. Based on As-Built plans, the majority of the building is constructed from concrete with steel framing, and pre-cast concrete fixtures.

B10. Significance (continued)

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to World War II (WWII) breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

B10. Significance (continued)

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

B10. Significance (continued)

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

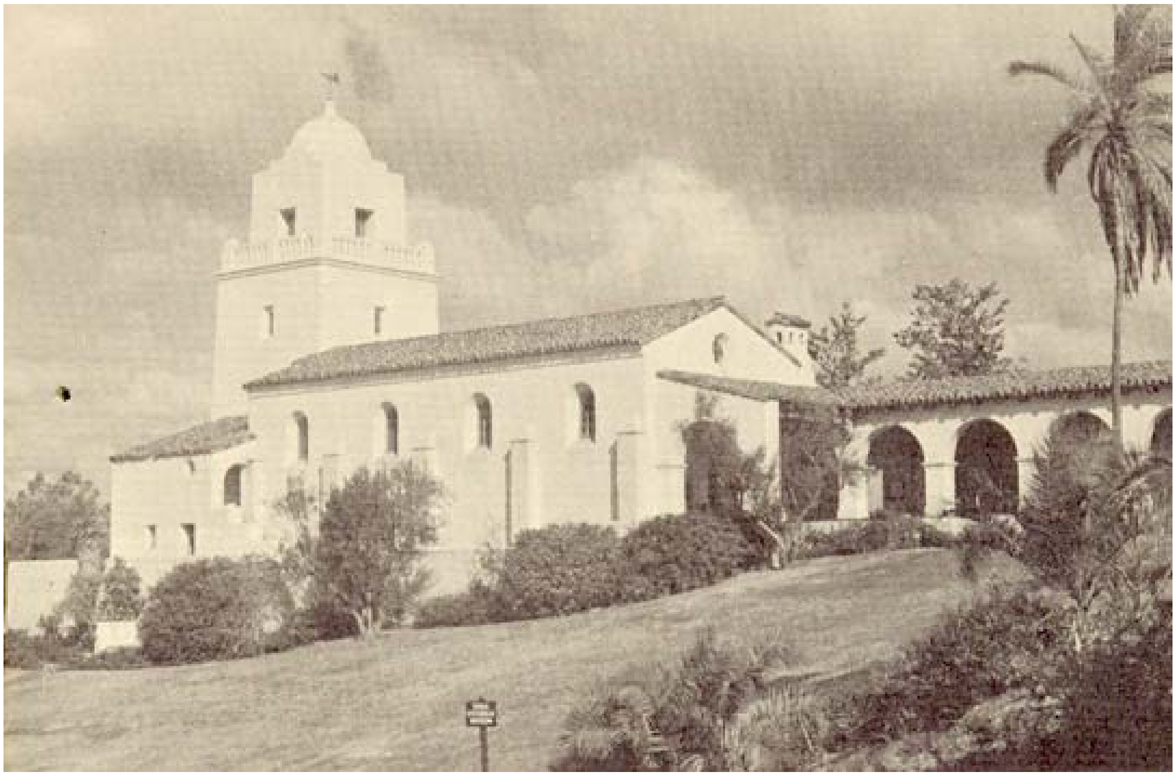
William Templeton Johnson

William Templeton Johnson was born on August 31, 1877 in Staten Island, New York. He studied architecture at Columbia University in New York and at L'Ecole des Beaux-Arts in Paris from 1908 to 1911. He and his wife moved to San Diego in 1912 where he established his own architectural firm and designed several residences in both Coronado and San Diego, as well as numerous designs for the 1915 Panama California exhibition buildings in Balboa Park. Although Johnson produced works in many architectural styles of the era, he preferred the modern traditionalism of Spanish Revival. Schooled during the Arts and Crafts movement, Johnson felt that architecture should be endemic to the spirit of the land, and that San Diego's Spanish heritage and Mediterranean climate lent itself to the practicality of Mission architecture and a culture of indoor-outdoor living (Schaffer 1999).

Some of Johnson's more notable early works from the 1920s include the La Jolla Public Library, the Junipero Serra Museum, the Museum of Fine Arts in Balboa Park, the La Valencia Hotel in La Jolla, and the San Diego Trust and Savings Bank. The Junipero Serra Museum (see photo below), constructed in the Spanish Colonial Revival style, was designated a National Historic Landmark in 1960 and listed in the NRHP in 1966. From 1930 through 1933, he was involved with several more construction projects in Balboa Park, including the base for the statue of El Cid Campeador and the design of the Museum of Natural History. Between 1935 and 1938, he designed many public institutional structures including the City and County of San Diego Administration Building. From 1939 until his retirement in 1955, his firm designed a number of residences, at least ten school buildings, the San Diego State University Master Plan, the main branch of the San Diego Public Library, and the Consolidated Aircraft Corporation General Administration Building (O'Leary 2020; San Diego History Center 2020). For his contributions to the city, San Diego designated Johnson as a Master Architect.

In 1939, Johnson was named a fellow of the Architectural Institute of American (AIA). His fellowship described him as "always active in San Diego civic and cultural affairs," and was well known for his works on city planning. Johnson's civic duties included the presidencies of the Fine Arts Society and of the San Diego Chapter of the AIA; and a member of the City Planning Commission, the Park Commission, the Library Commission, the board of the San Diego Symphony Association, the University Club, the Cuyamaca Club, and the Executive Committee of the National Conference on City Planning. Johnson passed-away on October 14, 1957, in the home he designed on Trias Street in Mission Hills (Schaffer 1999; San Diego History Center 2020).

B10. Significance (continued)



Junipero Serra Museum (San Diego History Center 2020)

WWII Industrial Architecture

The Port Administration Building is built in a style that is distinctive to WWII industrial architecture. As described by noted industrial factory architect Albeit Khan, wartime needs for speedy production placed an emphasis on large-scale buildings with a high security design. Technical and trade journals of the time were filled with discussion of innovative designs and plans for producing new “blackout plants.” New innovations in ventilation, air conditioning, and fluorescent lighting allowed for windowless “blackout” buildings that could house around the clock shifts without exposing themselves as nighttime targets. Prefabricated steel walls that allowed for rapid construction, bomb resistance, and perpetual blackouts were improved with sawtooth roofs which directed light into the building, white cement floors to reflect light up into the underside of wings and fuselages, and oversized paint spray enclosures with state-of-the-art ventilation systems (San Diego Unified Port District 1996). All utilities were placed underground. Bomb shelters were often also constructed under buildings. The streamlined and minimalist style of these WWII buildings could be said to be a form of modernist architecture, which is based upon new and innovative technologies of construction, particularly the use of glass, steel, and reinforced concrete; the idea that form should follow function (functionalism); an embrace of minimalism; and a rejection of ornament (Royal Institute of British Architects 2021).

B10. Significance (continued)

Lindbergh Field Plant Historic District

The Lindbergh Field Plant (LFP) Historic District was first recorded in 1996 as part of the General Dynamics Facility Demolition Project Environmental Impact Report (Report #SD-04867). At that time, KEA was tasked with recording and evaluating the plant because it was to be demolished as part of the terms of Convair's 50-year lease with the Port of San Diego. As a result of the KEA investigation, the significance of the LFP Historic District was defined and documented in a HABS/HAER study. The historic district was determined eligible for the CRHR under Criteria 1, 2, and 3. The period of significance for the district is 1935 - 1945, which covers the arrival of Consolidated Aircraft in San Diego and the era of WW II.

The LFP Historic District was comprised of 19 buildings, two footbridges, and the scales office located in the Harbor Drive Test Facility. Five of the buildings and one footbridge were determined to be significant contributors to the district. These buildings were Building 2, the aircraft structure assembly; Building 3, the assembly and plastic/composite manufacturing building; Building 4, the aircraft final assembly building; Building 8 final finishing and tool production building; and Building 9, the boiler housing. In addition, four of these buildings (Building 2, 3, 4, and 9) were individually eligible for the CRHR. Building 8 and the footbridge were considered contributing elements to the historic district but were not found to be individually eligible. The General Dynamics Facility Demolition Project Environmental Impact Report identified buildings 2, 3, 4, and 9 as being slated for demolition.

The LFP Historic District was found to be significant within both local and national contexts under Criterion 1. During its period of significance, the LFP achieved both local and national significance. Consolidated Aircraft, predecessor of Convair and later the Convair Division of General Dynamics, moved to San Diego in 1935. The company's growth during the next ten years made it the number one private industry employer in San Diego. Consolidated's reputation and innovations also established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid- 20th century. LFP's national significance is specifically related to the role it played during the national defense industry expansion prior to and during WW II (San Diego Unified Port District 1996).

LFP's historic district is considered eligible for the CRHR under Criterion 2 due to its association with founder Major Reuben H. Fleet. Major Fleet was in many ways directly responsible for the development of the aerospace industry in San Diego. He is also a national figure and played an important role in the innovations and growth of aerospace technology in the United States. The national success and growth of Consolidated and Convair during the war years helped form the foundation of an aerospace industry that would be the number one civilian employer in the city for nearly 50 years. Fleet, a pioneer aviation industry developer and visionary, was the guiding force in the company' s, and subsequently the city's, rise in the aerospace industry. Fleet's Consolidated Aircraft Company established an industrial direction for the City that lasted throughout the Cold War era. The buildings in the historic district are the best surviving examples of the industrial complex that is most closely associated with Fleet's aerospace career.

In addition, buildings at the LFP represents a distinctive type of typical WW II era industrial architecture (Criterion 3). The large-scale manufacturing design of Buildings 1-5 reflect the massive industrial construction program that the nation' s civilian manufacturers used to help win the war. Buildings 2, 3, 4, and 9 retain good integrity of their original manufacturing designs. In conjunction with the Federal government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modem industrial plants to supply the necessary equipment for the Allied war effort. The state-of-the-art architectural designs of industrial plants such as Consolidated' s LFP yielded improved efficiency and increased production. Buildings 2, 3, 4, 8, and 9 were designed by Taylor and Taylor, a nationally recognized architectural firm based in Los Angeles. These innovative new plants helped move airplane manufacturing from the realm of craft-industry into the world of mass-production.

B10. Significance (continued)

Application of Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the LFP Historic District (no longer extant), Convair, WW II, and the aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. This building was designed to be, and functioned as, the administrative offices for the LFP as a whole. It should be noted that the Port Administration Building was not included in the LFP Historic District boundaries in 1996, nor does it appear that it was considered as a potential contributing element. This could be because buildings that showed significant alteration or deterioration were excluded from consideration (KEA 1996). Therefore, although the subject property is generally associated with events that have made a significant contribution to local and national history, the historic record did not reveal a specific contribution related to the building. Therefore, the Port Administration Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Port Administration Building must be associated with the lives of persons significant in our past. While the LFP Historic District (no longer extant) was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc. Also, while the Port Administration Building was designed by William Templeton Johnson, this building does not appear to be the most representative example of his work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Port Administration Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by William Templeton Johnson, who is most famously known for Spanish Revival architecture in San Diego. The Port Administration Building, however, is constructed in a minimalist style that is distinctive to WWII industrial architecture. While the Port Administration Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, and therefore does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Port Administration Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

B10. Significance (continued)

Integrity Consideration

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

The Port Administration Building appears to have lost the majority of its integrity. While the building maintains integrity for location as it has not been moved since construction, it has lost integrity of setting, feeling, and association due to the demolition of the majority of the LFP Historic District. The Port Building has also lost integrity of design, materials, and workmanship due to the modified main entrance, the addition of windows to the 5th and 6th floors, the annex was added to its south side.

B12. References (continued)

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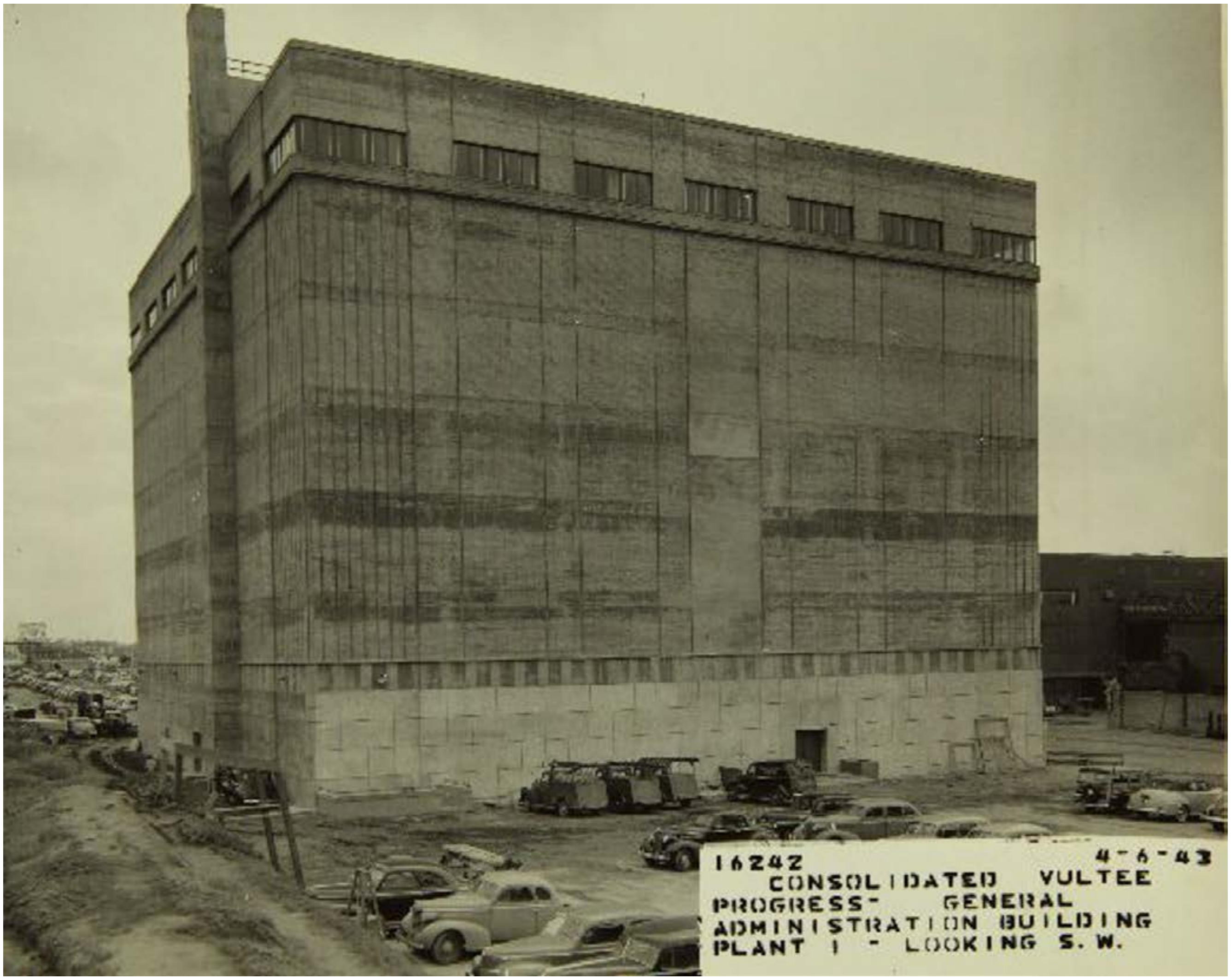
Photo 2. Main entrance, facing southeast. Photo taken 11/12/2020.

Photo 3. Western façade, facing northeast. Photo taken 9/18/2020.

Photo 4. Southern façade, facing north from top of footbridge (resource P-37-015554) staircase. Arrow shows walkway to building entrance; picnic area is part of adjacent Budget Rental building. Photo taken 11/12/2020.

Photo 5. Northwest corner detailing. Photo taken 11/12/2020.

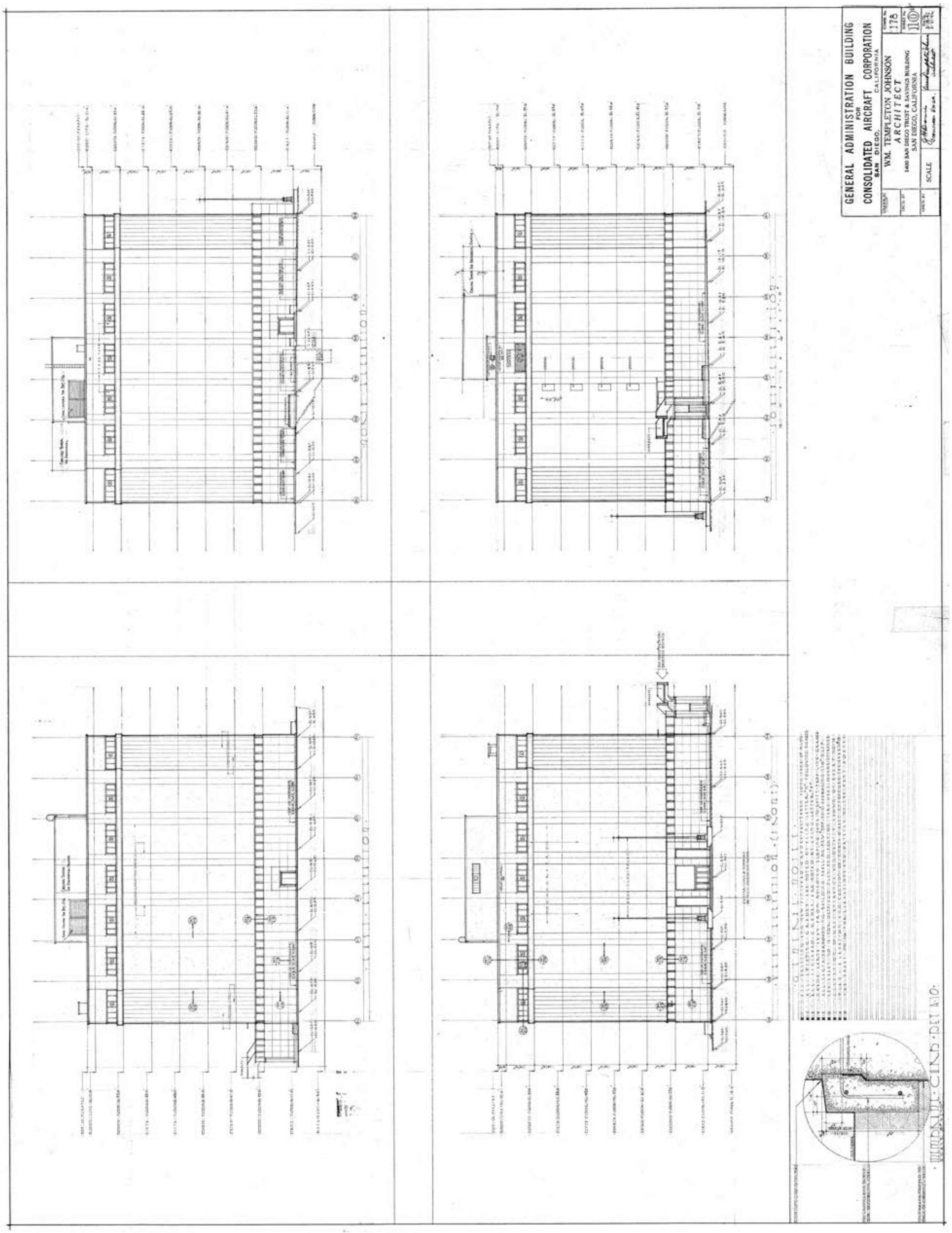


1943 photo of building, construction almost complete. Northern façade, facing southwest.

CONTINUATION SHEET

Property Name: Port Administration Building

1942 As-Builts: Exterior Elevations



State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) Budget Rental Building

P1. Other Identifier: Port Annex

ridge

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Point Loma **Date** ____ **T** 16S ; **R** 03W ; ☐ **of** ☐ **of Sec** 34 ; ____ **B.M.**

c. Address 3125 Pacific Highway City San Diego Zip 92101

d. UTM: Zone 11S , 483443.26 m E mE/ 3621902.25 mN

e. Other Locational Data: APNs 7600051000; 4516010600

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Budget Rental Building is located at 3125 Pacific Highway in San Diego, just south of Sassafras Street and east of the San Diego Airport. The building is a one-story rectangular shaped concrete building with rooftop seating area. The façade of the building is constructed from a series tall concrete panels with a smooth stucco finish (Photo 1). On the western (Pacific Highway) side, there is a courtyard flanked by a tall concrete panel fence designed in a style similar to the rest of the building façade. The Budget Rental Building was originally built in 1959 as a cafeteria building for the Convair Division of General Dynamics. As-built plans indicate it replaced an existing smaller cafeteria building. (See continuation sheet, page 4.)

***P3b. Resource Attributes:** HP6. Commercial Building, 3 stories and under

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other , etc.)

P5b. Description of Photo: (view, date, accession #) Southwest corner, looking north, 11/12/2020

***P6. Date Constructed/Age and Source:** 1959/as-built plans
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
San Diego Port Authority
3165 Pacific Hwy
San Diego, CA 92101

***P8. Recorded by:**
Alta Cunningham & Emilie Zelazo
Ascent Environmental
Sacramento, CA 95814

***P9. Date Recorded:** Nov 12, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Ascent Environmental. 2021. *Historic Resource Evaluation Report for the Stay Open San Diego Hotel Redevelopment Project*. Prepared for San Diego Port Authority.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Budget Rental Building ***NRHP Status Code** 6Z

B1. Historic Name: Cafeteria Building for Convair Division of General Dynamics
B2. Common Name: Port Annex Building
B3. Original Use: cafeteria B4. Present Use: business administration
***B5. Architectural Style:** vernacular with some International Style elements
***B6. Construction History:** Constructed 1959, no additions or known alterations.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** ______ **Original Location:** ______
***B8. Related Features:** footbridge P-37-015554
B9a. Architect: Albert C. Martin and Associates b. Builder: unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

This building does not appear to meet the criteria for the City of San Diego Register, the California Register of Historical Resources (CRHR), or the National Register of Historic Places (NRHP).

Development of the Aerospace Industry in San Diego

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

B11. Additional Resource Attributes: (List attributes and codes)
None

***B12. References:** See Continuation Sheet, page 10.

B13. Remarks: The Budget Rental Building is no longer being used as a cafeteria; instead, it is being used as the office for a commercial business. At the time of its recording, some of the windows on the western elevation were broken, the main entrance was boarded-up, and the courtyard was barren.

***B14. Evaluator:** Alta Cunningham, MA; Emilie Zelazo, MA
***Date of Evaluation:** January 11, 2021

(This space reserved for official comments.)

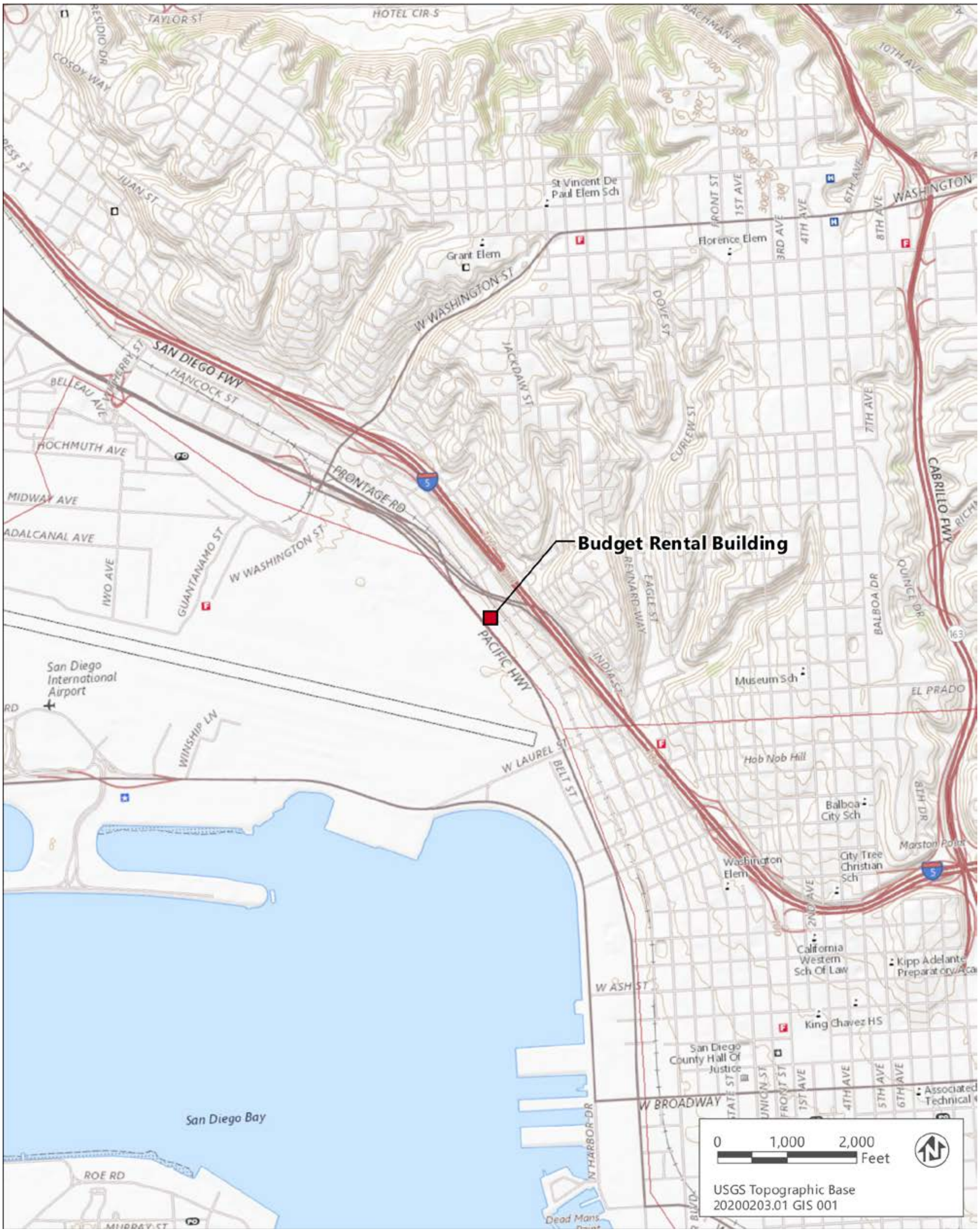
State of California – Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

LOCATION MAP

Page 3 of 14 Resource Name or # Budget Rental Building

*Map Name: ESRI *Scale: *Date of map: 2015



P3a. Description (continued)

The main entrance is comprised of a set of sliding glass doors at the center of the southern façade (Photo 2 and 3) and a separate double glass door entrance is located further to the east, on the opposite side of the tiled & fenced extruding storage/equipment area; this eastern entrance is likely the former cafeteria employee entrance per as-builts. A small service window is also located on the north façade just west of main entrance. Most of the west side of the building is lined with large glass windows looking out onto a courtyard. The courtyard has an open-air metal beam roof topped with partial metal grate. Street access to the courtyard is blocked behind a concrete panel fence and locked metal gate (Photo 4 and 5). Low concrete planters and a sidewalk are located in the courtyard. Access to the west side patio is behind a locked metal security fence, similar to the fence that encloses the entire parking lot. The eastern façade adjacent to the railroad tracks was not accessible at the time of recording. The majority of the roof is painted a rust color and has outdoor seating area situated under the overhanging corrugated metal roof of the equipment housing and former canteen/storage area which also has corrugated metal siding (Photo 6). A concrete footbridge (resource P-37-015554) spanning Pacific Highway, allows access to the roof from the west and from the San Diego Port Administration building to the north (Photo 7).

B10. Significance (continued)

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

B10. Significance (continued)

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to World War II (WWII) breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development

B10. Significance (continued)

programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

Albert C. Martin and Associates

Albert C. Martin, Sr. was born in La Salle, Illinois on September 16, 1879. He attended University of Illinois graduating with a Bachelor of Science degree in architectural engineering in 1902. In 1904, he became a construction superintendent for Carl Leonardt & Company and moved to Los Angeles. By 1908, Martin had established his own architectural and engineering practice, A. C. Martin and Associates. The firm soon became a leader in Los Angeles, designing some of Los Angeles' landmark buildings, such as City Hall in 1926. A. C. Martin and Associates specialized in reinforced concrete construction, reinforced brick masonry, seismic-minded structural engineering, and design concepts that emphasize quality of life (De Wolfe 1986).

One of Martin and Associates' first big commissions was in 1918 for the Million Dollar Theatre at Third and Broadway, one of Sid Grauman's first Los Angeles venues. For the auditorium, Martin designed the world's first cantilevered balcony out of reinforced concrete and sitting on a 104-foot concrete poured arch (De Wolfe 1986; Los Angeles Conservancy 2020a). In the 1920s and 1930s, the firm went on to design many notable buildings in Los Angeles. These include churches, such as the St. Vincent de Paul Roman Catholic Church; municipal buildings, such as Los Angeles City Hall and the Los Angeles Civic Center; and commercial structures, such as the May Co. Building, an Art Deco landmark on the Miracle Mile. The firm also had a big hand in the rebuilding the city after the 1933 Long Beach Earthquake, a feat which reshaped the engineering of building construction in California (Los Angeles Conservancy 2020a).

Million Dollar Theatre (Los Angeles Conservancy 2020a)

B10. Significance (continued)

After WWII, Martin's two sons, Edward Martin and Albert C. Martin, Jr., joined the firm, and A. C. Martin and Associates went on to design more structures in downtown Los Angeles than any other firm in the years after the war (Los Angeles Conservancy 2020b). In the 1950s and 1960s, the firm pioneered several seminal commercial ventures, such as one of the first large-scale shopping malls in Southern California, Lakewood Center; planned communities, such as Westlake Village; in the aerospace industry by designing about 30 buildings for the TRW Space Park in Redondo Beach; and continued to be a go-to firm municipal buildings, designing such Mid-Century Los Angeles icons as the Department of Water and Power's headquarters in 1964. Through the 1970s, 1980s, and 1990s, the firm continued to re-shape downtown Los Angeles' skyline with taller and sleeker skyscrapers, as well as suburbia, with memorial parks and multiple business parks. Today in the 21st Century, the firm, now called AC Martin Partners, continues to serve as a leader in Los Angeles and Southern California architecture, with a third generation of Martins, cousins David and Christopher, serving as co-chairmen.

Los Angeles Department of Water and Power Headquarters (Los Angeles Conservancy 2020b)

B10. Significance (continued)

International Style

The International Style in architecture appeared in western Europe in the 1920s and was introduced into the United States at the same time as Art Deco. Notable practitioners who brought the style to the United States included Walter Gropius, Ludwig Mies van de Rohe, Richard Neutra, and Rudolf Schindler, all of whom emigrated from Europe to escape persecution and war (City of San Diego 2007; Fullerton Heritage 2008). The actual term came from an experimental 1932 exhibition, "Modern Architecture: International Exhibition," held at the Museum of Modern Art in New York City, and from the title of the seminal exhibition catalog written by Henry-Russell Hitchcock and Philip Johnson (McAlster 2013).

In the 1920s and 1930s, aside from Art Deco styles, Americans preferred period or "revival" styles that reflected an eclectic mix of past traditions, such as the Spanish Revival style prevalent in Sand Diego architecture at that time. Architects of the International Style promoted a radical simplification of form; a "new universal architecture molded from modern materials - concrete, glass, and steel - that was characterized by an absence of decoration" (Fullerton Heritage 2008). The style was "international" in that it could be applied to any location, site, or climate as it made no reference to local vernaculars or traditional building forms. Common features of International style architecture include square and rectangular building floorplans, horizontal bands of windows, and strong right angles. International Style buildings are utilitarian and simple, made from industrial and/or manufactured materials such as concrete, smooth stucco, brick, and glass. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the International style. The emergence of International style architecture in San Diego came later with most examples built after 1935 (City of San Diego 2007).

Although seldom used for residential construction, the International Style dominated commercial and institutional American architecture from the 1950s through the late 1970s. In San Diego, examples include the Caltrans building in Old Town, designed by C. J. Paderewski in 1953; the Education Center in University Heights, designed by Clyde Haufbauer in 1953; and the Chamber Building in downtown San Diego, by Palmer & Krisel dates from 1963 (City of San Diego 2007).

Application of Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the Cold-War Era of Convair Division of General Dynamics (formerly Consolidated Aircraft) and the Post-WWII aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. The building was designed to be and functioned as a cafeteria. No manufacturing or testing took place in the building. Therefore, the Budget Rental Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Budget Rental Building must be associated with the lives of persons significant in our past. While the building was located within the Lindbergh Field Plant Historic District (no longer extant) which was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc., as well as after the period of significance for the historic district, which is 1935 to 1945. The Budget Rental Building was designed by A. C. Mason and Associates, this building does not appear to be the most representative example of their work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Budget Rental Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

B10. Significance (continued)

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by the notable Los Angeles architectural firm, A. C. Martin and Associates, who were most famously known their shopping mall and skyscrapers during the late 1950s through 1960s. The Budget Rental Building, however, is constructed in a vernacular form of this style which was adapted to the building's function as a cafeteria. While the Budget Rental Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, which for make it a significant example of their work.

The Budget Rental Building appears to have been constructed in a vernacular adaptation of the International Style. According to the City of San Diego (2007), examples of the International Style in San Diego are limited; therefore, retention of good examples is important. Eligible International Style buildings should retain the majority of their character defining features, although some impact or loss to character defining features may be acceptable when comparative analysis demonstrates that the resource is a rare example of the type. Location and setting are particularly relevant for International style resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource.

The City of San Diego has identified the following attributes as character defining features of International Style in San Diego:

Primary features:
- Flat roofs (cantilevered slabs or parapets)
- Lack of applied ornament
- Horizontal bands of flush windows
- Asymmetrical facades [pedestaled]

Secondary features:
- Square corners
- Common exterior materials include concrete, brick, and stucco
- Steel sash windows (typically casement)
- Corner windows

The Budget Rental Building does possess several of the primary and secondary features associated with the International Style, such as a flat roof, lack of applied ornament, concrete construction with a smooth stucco exterior and one set of horizontal windows; however, these features are neither uniquely distinctive nor outstanding in character. Therefore, the Budget Rental Building does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Budget Rental Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

B10. Significance (continued)

Integrity Consideration

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

The Budget Rental Building appears to have lost some important elements of its integrity. While the building maintains integrity for location (it has not been moved and it is still physically connected to the General Administration Building via its original bridge), as well as the majority of its materials and design, it has lost integrity of setting, feeling, and association. These aspects are lost largely due to the demolition of the majority of the Lindbergh Field Plant Historic District which contained the manufacturing, testing, and associated engineering buildings which epitomized the aerospace industry this building was once a part of.

B12. References (continued)

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Swopes, Bryan R. 2018. This Day in Aviation—Important Dates in Aviation History. 29 December 1939. Available: https://www.thisdayinaviation.com/tag/consolidated-aircraft-company/. Accessed January 4, 2021.

Photo 2. Southern façade. Facing north. Photo taken 11/12/2020.

Photo 3. Close-up of main entrance and service window. Facing north. Photo taken 11/12/2020.

CONTINUATION SHEET

Property Name: Budget Rental Building

Photo 4. Western façade, facing northeast. Photo taken 11/12/2020.

Photo 5. Courtyard overview with concrete fence panels to left, main building at right. Facing north. Photo taken 11/12/2020.

CONTINUATION SHEET

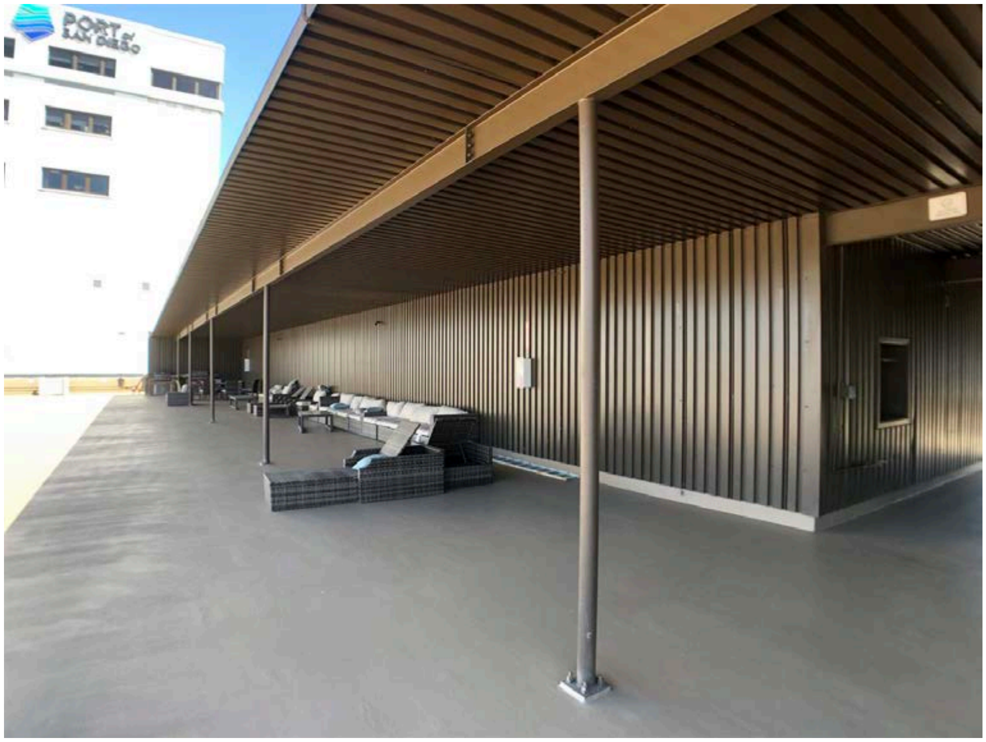


Photo 6. Rooftop Lounge. Facing north. Photo taken 11/12/2020.

Photo 7. Overview of rooftop and connecting footbridge (resource P-37-015554). San Diego Port Administration Building to the right out of the frame. View to the west. Photo taken 11/12/2020.

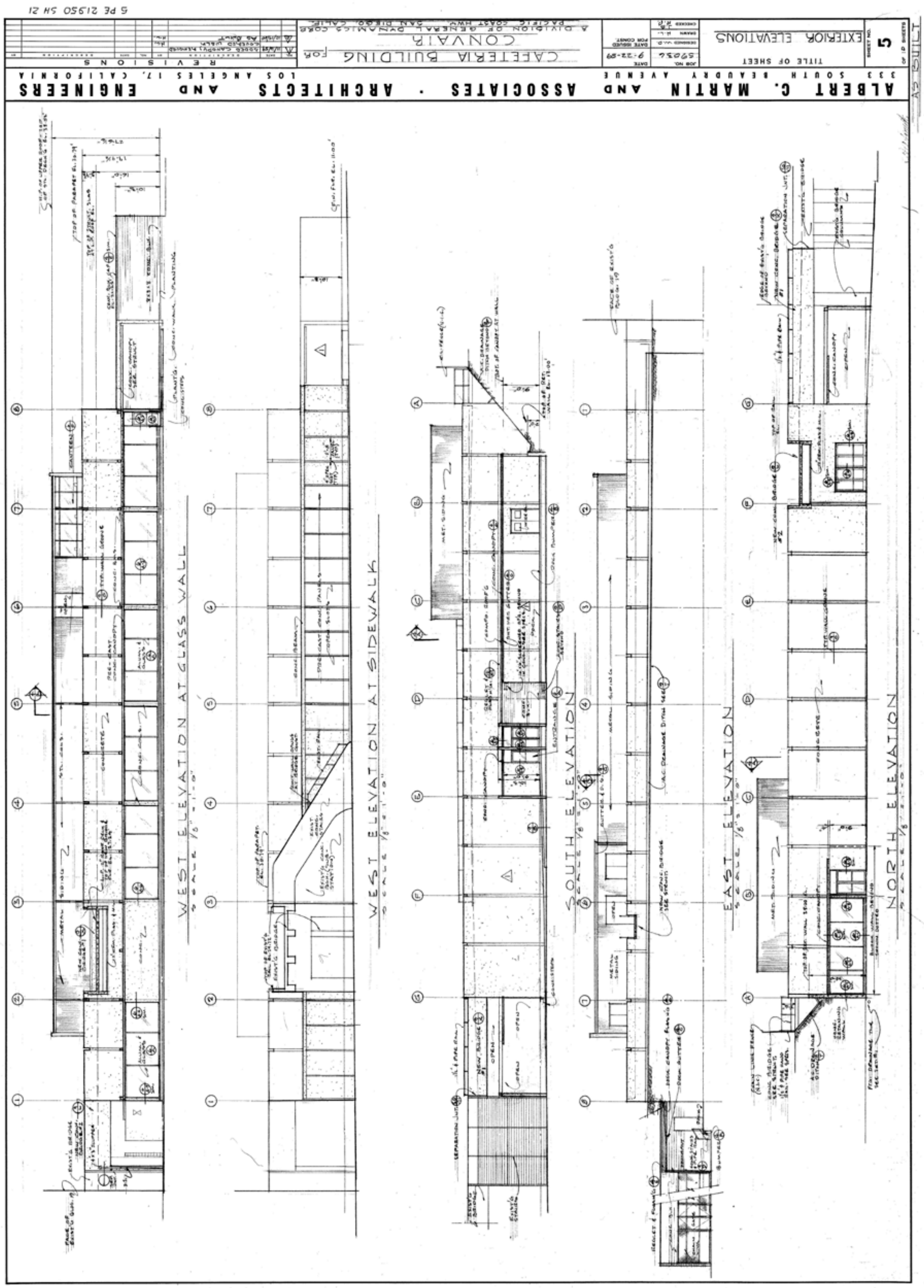
State of California ♁ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: Budget Rental Building

1959 As-Built Plan - Exterior Elevations



Appendix E

GPI Letter Report
and
Geotechnical Report

GEOTECHNICAL
PROFESSIONALS INC.

July 29, 2021

Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Attention: Mr. Andrew Swerdloff

Subject: Response Letter
Proposed Building Renovation for Pod Hotel
Stay Open
3125 Pacific Highway
San Diego, California
GPI Project No. 2956.I

Dear Mr. Swerdloff:

This letter is in response to the geotechnical report review comments issued by the Port of San Diego on our geotechnical report dated October 31, 2019 (Reference 1). The Port's report review comments and our responses are provided as follows:

Comment 1: *Confirm the nearest active fault (Rose Canyon Fault) to the project site is 800 feet northeast.*

Response 1: We provided this statement based on scaling the concealed portion of the Rose Canyon Fault delineated on the Tan and Kennedy geology map (Reference 2). The City of San Diego Seismic Safety Study map (Reference 3) and the Alquist-Priolo map dated May 1, 2003 (Reference 4) do not show faults near the site. These maps show the closest active fault at distances of approximately 2,500 to 4,500 feet southwest of the project site. After reviewing the scaling of the geology map (Reference 2), our report should indicate "The nearest active fault (Rose Canyon Fault) to the project site is approximately 400 feet northeast".

Comment 2: *Confirm the nearest Alquist-Priolo Earthquake Fault Zone (a portion of Rose Canyon Fault) is 0.8 mile from the project site.*

Response 2: The closest Alquist-Priolo Fault Zone, according to the current May 1, 2003 map (Reference 4) used for our report, is located approximately 0.8 miles southwest of the site as it extends into the Rental Car Facility just north of the East Basin at Harbor Island.

5736 Corporate Avenue • Cypress, CA 90630 • (714) 220-2211 , FAX (714) 220-2122

Comment 3: P*lease review the proposed new and revised Alquist-Priolo Earthquake Fault Zones that were released to the City of San Diego by the Department of Conservation, California Geological Survey (CGS) in February of this year:*

Response 3: The Preliminary Review Map for Point Loma Aquist-Priolo Zones dated February 26, 2021 (Reference 5) changes our statements in our report as dated October 31, 2019 (Reference 1). We understand that the new Aquist-Priolo fault zones will be finalized after August 17, 2021. We acknowledge that the issuance of the new map will change our conclusion in our report to the following:

> "The nearest Alquist-Priolo Earthquake Fault Zones (portions of the Rose Canyon Fault) are approximately 750 feet northeast of the project site and 1000 feet west of the site. Figure 1 (attached) shows the site location with respect to the new Alquist-Priolo Fault Zones shown in Reference 5".

Comment 4: *Please confirm the project site does not include "expansive soils" as defined by the building code.*

Response 4: Based on the results of our field investigation, expansive soils are not present near the ground surface at the project site. The soils encountered in our borings from depths of approximately 0 to 10 feet consisted predominantly of moist silty sands with thinner layers of sandy silts. We anticipate these soils to have a very low expansion potential (EI < 20).

We trust this information satisfies your current needs. Please do not hesitate to call if you have any questions on the contents of this report.

Sincerely,
Geotechnical Professionals Inc.

Patrick I.F. McGervey, P.E.
Project Engineer

Donald A. Cords, G.E.
Principal

Attached: Figure 1 -Revised Fault Zone Map

cc: Anna Buzaitis, Port of San Diego

REFERENCE

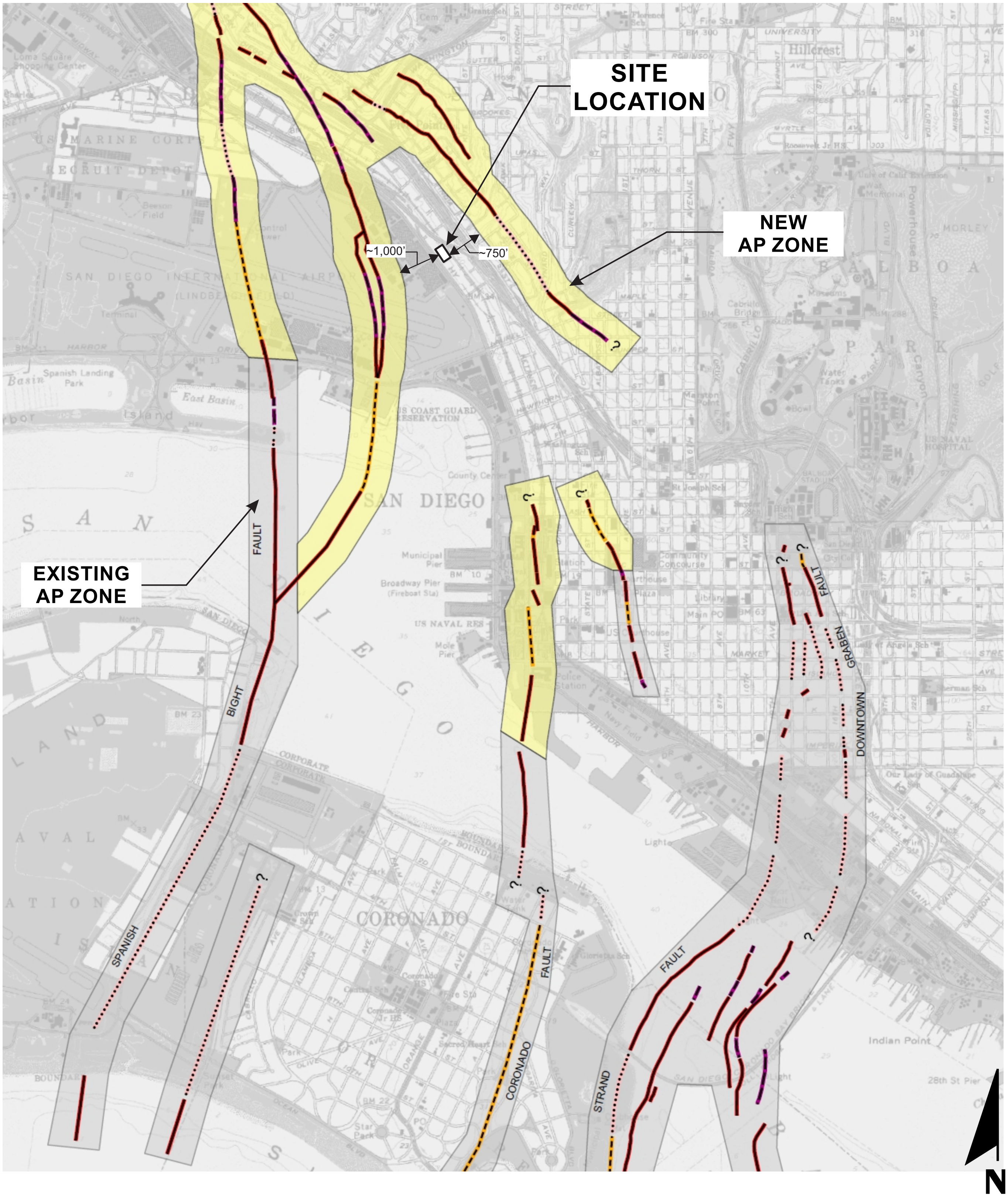
1. Geotechnical Professionals Inc., “Geotechnical Investigation, Proposed Building Renovation for POD Hotel Stay Open, 3125 Pacific Highway, San Diego, California,” GPI Project No. 2956.I, dated October 31, 2019.

2. Tan, S.S. and Kennedy, M.P., 2005, “Geologic Map of San Diego, 30’ x 60’ Quadrangle, California”, California: Department of Conservation, USGS, digital presentation, Scale 1:100,000.

3. City of San Diego, Seismic Safety Study, Geologic Hazards and Faults, Grid Titles 17 and 20, Grid Scale 800, dated April 3, 2008.

4. California Geological Survey (2003), Earthquake Zones of Required Investigation: Point Loma Quadrangle, published May 1, 2003.

5. California Geological Survey (2021), Preliminary Earthquake Zones of Required Investigation: Point Loma Quadrangle, released February 18, 2021.



BASE MAP REPRODUCED FROM PRELIMINARY REVIEW MAP, POINT LOMA QUADRANGLE
BY CALIFORNIA GEOLOGICAL SURVEY, DATED FEB 18, 2021

GEOTECHNICAL PROFESSIONALS, INC.

REVISED FAULT ZONE MAP

STAY OPEN - SAN DIEGO

GPI PROJECT NO.: 2956.I

SCALE: 1" = 3000'

FIGURE 1

GEOTECHNICAL INVESTIGATION
PROPOSED BUILDING RENOVATION
FOR POD HOTEL
STAY OPEN
3125 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA

Prepared for:
Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Prepared by:
Geotechnical Professionals Inc.
5736 Corporate Avenue
Cypress, California 90630
(714) 220-2211

Project No. 2956.I

October 31, 2019

GEOTECHNICAL
PROFESSIONALS INC.

October 31, 2019

Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Attention: Mr. Andrew Swerdloff

Subject: Report of Geotechnical Investigation
Proposed Building Renovation for POD Hotel
Stay Open
3125 Pacific Highway
San Diego, California
GPI Project No. 2956.I

Dear Mr. Swerdloff:

Transmitted herewith is our report of geotechnical investigation for the subject project. The report presents our evaluation of the foundation conditions at the site and recommendations for design and construction.

We are providing this report in an electronic format. When requested, we will provide wet signed originals for City submittal.

We appreciate the opportunity of offering our services on this project and look forward to seeing the project through its successful completion. Feel free to call us if you have any questions regarding our report or need further assistance.

Very truly yours,
Geotechnical Professionals Inc.

Donald A. Cords, G.E.
Principal

5736 Corporate Avenue • Cypress, CA 90630 • (714) 220-2211 , FAX (714) 220-2122

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1.0 INTRODUCTION

1.1 GENERAL

This report presents the results of the geotechnical investigation performed by Geotechnical Professionals Inc. (GPI) for the proposed building renovation in San Diego, California. The geographical site location is shown on the Site Location Map, Figure 1.

1.2 PROJECT DESCRIPTION

The proposed renovation to the existing single-story Port Authority Annex building will include constructing a 2nd story using light-weight steel for POD hotel rooms to create additional accommodations as well as a rooftop space for restaurant, bar and outdoor seating. As part of the renovation, the roof deck is planned to be extended westward beyond the trellis courtyard. This roof deck extension will require a row of new foundations. Minor site improvements at the building entryways and existing parking are anticipated such as flatwork, pavements, and landscaping.

The existing building was constructed as a cafeteria building for Convair in 1960. The existing single-story covers a footprint of approximately 24,600 square feet (sf). Based on as-built structural plans (Reference 1), the existing building was constructed using concrete panels supported on a slab-on-grade floor and partially supported on pile foundations. The walls are approximately 16½ feet high with a concrete deck ceiling used currently for outdoor roof seating. Columns are spaced at 24-foot spacing. The foundation plans indicate that each column is supported on a 12-inch diameter precast concrete driven pile with the exception of the east building wall. The east wall of the building is supported on spread footings with a width of 3 feet based on Reference 1. Recent excavations performed for Stay Open confirm that the foundations are supported on precast concrete piles as described above. The as-built plans indicate that the length of the concrete piles vary from 14 to 40 feet.

The requirement for increased structural loads for the proposed building renovation from the 2nd story POD rooms has not been determined yet by the Project Structural Engineer, John Labib & Associates.

Our recommendations are based upon the above structural information. We should be notified if the actual loads and/or grades change during the project design to either confirm or modify our recommendations. When the project structural and grading plans become available, we should be provided with copies for review and comment.

1.3 PURPOSE OF INVESTIGATION

The primary purpose of this investigation and report is to provide an evaluation of the existing geotechnical conditions at the site as they relate to the design and construction of the proposed building renovation. More specifically, this investigation was aimed at providing geotechnical recommendations for planning and design for the upgrades for the foundations, floor slabs, and site improvements.

1.4 PREVIOUS INVESTIGATIONS

According to Reference 1, the Convair cafeteria building was designed and constructed using a soils report by Woodward-Clyde-Shepard & Associates dated June 26, 1959. Copies of the existing soils report are not available with the plans provided by the Port of San Diego. A very brief summary of their findings and recommendations are included on the original foundation plans (Reference 1).

2.0 SCOPE OF WORK

Our scope of services included review of the existing documents, field exploration, laboratory testing, engineering analysis and preparation of this report.

Our field explorations consisted of four cone penetration tests (CPT's) and two exploratory borings. The CPT's were advanced to depths of 1.5 to 45 feet below existing site grades performed in the interior of the building. Detailed logs of the CPT's and a summary of the equipment used are presented in Appendix A. The exploratory borings were drilled with hollow-stem auger equipment to depths of 15 to 56.5 feet below existing site grades performed at the exterior of the building. Detailed logs of the exploratory borings and a summary of the equipment used are presented in Appendix B.

Laboratory soil tests were performed on selected representative samples as an aid in soil classification and to evaluate the engineering properties of the soils. The geotechnical laboratory testing program included moisture content, dry density, grain size, Atterberg limits, compressibility (consolidation), shear strength (direct shear) and corrosivity. Laboratory testing procedures and results are summarized in Appendix C.

Soil corrosivity testing was performed by HDR under subcontract to GPI. Their test results are presented in Appendix C.

Soil samples were observed by a Certified Engineering Geologist in order to classify the geologic formations and develop a geologic cross-section.

Engineering evaluations were performed provide geotechnical and foundation recommendations. The results of our evaluations are presented in the remainder of this report.

3.0 SITE CONDITIONS

3.1 SURFACE CONDITIONS

The building is currently occupied by Port of San Diego in the northern portion and currently unoccupied in the southern portion. The southern portion was last used as a Budget Rental Car office in 2016.

The site is bounded on the north by an alley and the 7-story Port of San Diego building, on the west by Pacific Highway, on the south by an existing parking lot, and on the east by an ascending slope to railroad and trolley tracks.

The ascending slope is approximately 15 to 20 feet high with an inclination of approximately 2:1 (horizontal:vertical). A small retaining wall with a height of 2 to 3 feet is located at the toe of the slope at the south end of the building. The retaining wall/slope begins about 13 feet west of the building edge. The eastern wall of the building retains approximately 7 to 8 feet of soil from the slope.

A large concrete pedestrian bridge extending over Pacific Coast Highway to airport facilities and the consolidated rental car parking structure is attached to the existing building and roof deck. The structural plans for the existing building (Reference 1) indicate that the concrete bridge was constructed prior to the cafeteria building for Convair.

The remaining portion of the site has a nearly flat topography surrounding the building. The existing structural plans (Reference 1) indicate the floor slab has an elevation of +11 feet. The elevation of the ground surface/parking surrounding the building is within approximately 1 foot of the floor slab.

3.2 GEOLOGY

3.2.1 Regional Geology

The project site is located within the western portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges province occupies the southwestern portion of California, extending southward from the Transverse Ranges and Los Angeles Basin to the southern tip of Baja California. In general, the province consists of young, steeply sloped, northwest trending mountain ranges composed of metamorphosed Late Jurassic to Early Cretaceous-aged extrusive volcanic rock and Cretaceous-age plutonic rock of the Peninsular Ranges Batholith. The western portion of the province is predominantly underlain by younger marine and non-marine sedimentary rocks. The northwest trend is largely dictated by northwest trending active faults associated with the San Andreas Fault, which represents the plate boundary between the North American and Pacific Plates.

The project site lies in the coastal plain area of the province which extends from the western edge of the Peninsular Ranges and runs roughly parallel to the coastline. The relatively low-lying areas of the coastal plain at the project site are underlain by Quaternary age marine and non-marine sediments (formerly Bay Point Formation) and an un-named sandstone formation (Reference 2). A transition zone between the batholithic rocks to the east and the low-lying coastal sediments consists of uplifted, heavily dissected terraces underlain by Cretaceous and Tertiary age sedimentary rocks.

The San Diego area of the Peninsular Ranges is near several northwest trending active faults, including the Rose Canyon, Newport-Inglewood, Elsinore, San Jacinto, and San Andreas located north and northeast, and the Coronado Bank and San Diego Trough faults to the west and southwest. The Quaternary age La Nacion Fault, with a similar northwest trend, cuts through the transition area between the low-lying areas of the coastal plain and the hilly terrain to the east.

3.2.2 Site Geology

Based on a review of historic aerial photographs and topographic maps (Reference 3), the site was located on the edge of the former marshland of San Diego Bay. Geologic maps by Kennedy (Reference 2) show the entire site and surrounding areas underlain by artificial fill. An engineering plan drawing provided by the Port of San Diego (Reference 4) indicated that a former mean high tide line ran directly through the middle of the Annex Building in a southeast-northwest direction. We have included that former mean high tide line on the Site Plan, Figure 2.

A brief description of the earth materials encountered in our borings is presented below. The borings logs in Appendix B provide a more detailed description of these materials. A geologic map of the site vicinity is presented in Figure 3, Geologic Map. A Geologic Cross-Section is presented in Figure 4.

Artificial Fill

Undocumented artificial fills were encountered in the borings to depths of 3 to 10 feet below existing grades. The fills consisted predominantly of silty sands with thin layers of sandy silts and clayey silts.

Paralic Estuarine Deposits (Qpe)

Paralic Estuarine Deposits are late Holocene bay deposits, which were encountered underlying the undocumented fills in the western portion of the building. The upper 2 feet of these deposits consisted of Bay Muds or unconsolidated soft clays likely the former bottom of the marshes surrounding San Diego Bay. Underlying this soft clay layer, we encountered Bay Deposits up to 8 feet thick. These soils consisted of wet, loose to medium dense sands with interbedded silts.

Old Paralic Deposits (Qop_6)

Old Paralic Deposits, formerly designated as Bay Point Formation, are late to middle Pleistocene deposits consisting of poorly sorted, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate.

We encountered the Old Paralic Deposits at depths ranging from 1½ to 20 feet below existing grade to the depth of the explorations. These deposits predominantly consisted of layers of stiff to very stiff clays, very stiff claystone with varying degree of sand, and dense to very dense sandstone. Layers of conglomerate were encountered in a boring at a depth of approximately 32 feet. The dense to very dense sandstone was encountered at depths varying from near the surface at the east end of the building to approximately 50 feet at the west end of the building.

3.3 SUBSURFACE SOILS

Our field investigation disclosed a subsurface profile consisting of undocumented fill soils overlying natural soils. Detailed descriptions of the subsurface conditions encountered in our explorations are provided in Appendices A and B.

The fill soils encountered in our borings range from depths of approximately 0 to 10 feet, and consisted predominantly of moist silty sands with thinner layers of sandy silts. The fill soils differed significantly from the natural soils directly beneath the fill. Documentation regarding the placement and compaction of the fill was not provided.

The natural soils differed significantly from the east side of the building to the west side of the building as shown in the Geologic Cross-Section, Figure 4. At the east end of the building, the underlying natural soils consisted of hard claystone overlying dense to very dense sandstone with intermittent layers of conglomerate. These materials generally have moderate to high strength and low compressibility. At the west side of the building, the underlying natural soils consist predominantly of a layer of soft fat clay overlying loose to medium dense sands and silty sands with interbedded lenses of silt overlying stiff to very stiff clays, very stiff claystone, and dense to very dense sandstone. In our explorations, the soft, fat clays were approximately 2 feet thick. These clays have low strength and very high compressibility characteristics. The thickness of the stiff to very stiff clays and very stiff claystone was about 25 feet at the western edge of the building. These materials generally have moderate to high strength and low compressibility characteristics. The underlying sandstone has high strength and low compressibility characteristics. The moisture content of the natural soils varied from wet to moist.

3.4 GROUNDWATER AND CAVING

Groundwater was encountered in our explorations at depths ranging from 9 to 11 feet below existing grade. Due to the method of drilling, the potential for caving was very difficult to determine. The sandy soils above the Old Paralic Deposits are expected to cave severely below the groundwater.

The State of California has not established a historical highest depth of groundwater at the site. As indicated in Figure 4, we have assumed a groundwater elevation of 0 to +2 feet.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 GENERAL

Based on the results of our investigation, it is our opinion that from a geotechnical engineering viewpoint it is feasible to develop the site as proposed. Where new building foundations are required for the renovation, pile foundations will be required to help limit total and differential settlements of the proposed structure.

The most significant geotechnical issues that will affect the design and construction of the proposed building renovation are as follows:

- The layer of Paralic Estuarine Deposits beginning at a depth of 10 feet and extending to a depth of 15 to 20 feet below existing grades at the center and west side of the building exhibit a potential for liquefaction during a design earthquake. Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be on the order of 1-inch at the western portion of the building and on the order of ½-inch near the center of the building.

- In the eastern half of the building, liquefaction is not likely to occur due to the absence of Paralic Estuarine Deposits. The underlying hard silts and clays of the underlying Old Paralic Deposits are not considered to be potentially liquefiable.

- As-built foundation plans indicate that each building column is supported on a concrete driven pile with the exception of the east building wall. The east wall of the building is supported on spread footings.

- Due to the building being supported on concrete driven piles, the depths and thicknesses of the liquefiable soils layers make foundation bearing failure under the existing structures unlikely in the event of liquefaction.

- Liquefaction settlement has the potential to cause distress to the existing slab-on-grade floor in the center and eastern portion of the building. A structurally reinforced floor slab will be required if the risk of liquefaction settlement is not acceptable.

- Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.

- Downdrag forces on piles resulting from potential liquefaction should be included in the design of new piles or evaluation of existing piles in the western portion of the building.

- Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings

- Surface infiltration of storm water is not recommended at the site. The soils above the hard silts and clays of the Old Paralic Deposits consist of existing fills and potentially liquefiable soils.

Our recommendations related to the geotechnical aspects of the development of the site and building renovation are presented in the subsequent sections of this report.

4.2 SEISMIC CONSIDERATIONS

4.2.1 General

The site is located in a seismically active area and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults.

We understand that the seismic design of the proposed building at the subject site will be in accordance with the 2019 California Building Code (CBC) criteria. For the 2019 CBC, we recommend a Site Class D. The remaining seismic code values can be obtained directly from the tables in the building code using the above values and appropriate SEAOC/OSHPD web site (Reference 5 for S_S, S_1, S_D, and S_M values).

The seismic design method should be determined by the Project Structural Engineer.

4.2.2 Strong Ground Motion Potential

Based on published information presented in Reference 6, the most significant fault in the proximity of the site is the Rose Canyon Fault, which is located less than 1 kilometer from the site.

During the life of the project, the site will likely be subject to strong ground motions due to earthquakes on nearby faults. Based on the SEAOC/OSHPD website (Reference 5), we computed that the site could be subjected to a peak ground acceleration (PGA_M) of 0.73g from ASCE 7-16 based on a magnitude 6.8 earthquake. This acceleration has been computed using the mapped Maximum Considered Geometric Mean peak ground acceleration from ASCE 7-16 (Reference 7) and a site coefficient (FPGA) based on site class. The predominant earthquake magnitude was determined using a 2-percent probability of exceedance in a 50-year period, or an average return period of 2,475 years.

4.2.3 Potential for Ground Rupture

There are no known faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Special Studies zone. A fault through the site is not shown on the map of the City of San Diego Seismic Safety Study (Reference 8). Therefore, ground rupture due to faulting is considered unlikely at this site.

Reference 7 does show that the Rose Canyon Fault is located approximately 800 feet northeast of the site across Interstate 5.

4.2.4 Liquefaction

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated cohesionless soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The site is not located in a Seismic Hazard Zone for liquefaction as the area has not yet been mapped by the State of California. The City of San Diego Seismic Safety Study (Reference 8) indicates that the site is in a geologic hazard category for a high potential of liquefaction (Geologic Hazard Category 31) due to shallow groundwater, major drainages, or hydraulic fills.

The California Building Code and Special Publication 117A (Reference 9) requires that the ground motion used for liquefaction evaluation be based on the peak ground acceleration described above. The potential for liquefaction was evaluated using the methods presented in NCEER, 1998 (Reference 10) and modifications provided in Special Publication 117A. To evaluate the potential for liquefaction at the site, we considered the current groundwater level of 10 feet below existing grade in western portion of the site where potentially liquefiable soils were encountered in our explorations.

We evaluated the liquefaction potential of the soils within the Paralic Estuarine Deposits, which were encountered from depths of approximately 10 to 20 feet below existing grades at the western portion of the building (CPT's C-2 and C-3) and from depths of approximately 10 to 15 feet below existing grades near the center portion of the building (CPT C-4).

The hard silts and clays of the underlying Old Paralic Deposits (late to middle Pleistocene deposits) were not considered to be potentially liquefiable. Besides the age and hardness of these soils, these clays and silts are resistant to liquefaction based on criteria by Bray (Reference 11). This conclusion is based upon the plasticity indices being 18 or greater for the majority of the clays and silts.

Based on our evaluation of the CPT data using computer software CLIQ (Reference 12), layers of soil between the depths as discussed above at the west side and center of the building exhibit a potential for liquefaction during a design earthquake. In general, the potentially liquefiable layers consist of loose to medium dense silty sands with lens of sandy silts and silts. Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be on the order of 1-inch at the western portion of the building and on the order of ½-inch near the center of the building. Differential settlement due to liquefaction across 40 feet could be on the order of ½-inch within the building. Appendix D provides the CLIQ output for our liquefaction analysis.

In the eastern half of the building, liquefaction is not likely to occur due to the absence of Paralic Estuarine Deposits. The geologic cross-section presented in Figure 4 shows the approximate portion of the building without Paralic Estuarine Deposits. This area corresponds with the former mean high tide line shown in the Port of San Diego drawings (Reference 4).

Due to the building being supported on concrete driven piles, the depths and thicknesses of the liquefiable soils layers make foundation bearing failure under the existing structures unlikely in the event of liquefaction. Liquefaction settlement has the potential to cause distress to the existing slab-on-grade floor.

4.3 EARTHWORK

The earthwork anticipated for the building renovation may consist of minor clearing, overexcavation of soils disturbed by demolition activities, subgrade preparation, and placement and compaction of fill.

4.3.1 Clearing

Prior to grading, the areas to be developed should be stripped of all vegetation, pavements, foundations, and cleared of all debris. Buried obstructions, such as utilities and tree roots, should be removed. Although none were encountered, any cesspools or septic systems exposed during construction should be removed in their entirety. The resulting excavation should be backfilled as recommended in the "Subgrade Preparation" and "Placement and Compaction of Fill" sections of this report. As an alternative, any cesspools can be backfilled with a lean sand-cement slurry. All deleterious materials generated during the clearing operations should be removed from the site. At the conclusion of the clearing operations, a representative of the project a representative of GPI should observe and accept the site prior to any further grading.

4.3.2 Excavations

Excavations at the site will include removal of unsuitable soils, foundation excavations and trenching for utility lines.

If new shallow foundations along the east wall are planned for the building renovation, prior to construction of the shallow foundations, all undocumented fills and disturbed soils should be removed and replaced as properly compacted fill. These materials require densification to provide adequate support of foundations and slab-on-grade floors. For planning purposes, we recommend that the removal/replacement for new foundations along the eastern building wall extend to 2 feet below the bottom of footings. If the undocumented fills are observed in the field to be greater than 2 feet, deeper removals within the footprint of the footing will be required to remove undocumented fills or to extend the footing to natural soils.

Prior to placement of fills or construction of the minor lightly-loaded foundations not attached to the building or exterior slabs, a portion of undocumented fills and disturbed soils should be removed and replaced as properly compacted fill. We recommend removals to a depth of at least 2 feet below the bottom of the slabs or footings.

The actual depths of removal should be determined in the field during grading by a representative of the GPI.

The removals should extend laterally beyond the edge of foundation a minimum distance equal to the depth of overexcavation/compaction below finish grade (i.e. a 1:1 projection below the edge of footings).

Temporary construction excavations may be made vertically without shoring to a depth of 4 feet below adjacent grade. For deeper cuts up to 10 feet, the slopes should be properly shored or sloped back to at least 1:1 or flatter. Severe caving should be anticipated in excavations attempted below the groundwater level. As such, dewatering, shoring, excavation, and backfill methods should be developed by the contractor for structures or utilities that are anticipated to extend below the groundwater. Slopes as flat as 2:1 (H:V) may be required below groundwater to enhance excavation stability. Surcharge loads should not be permitted within a horizontal distance equal to the height of cut from the top of the excavation or 5 feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane, inclined at 45 degrees below the edge of any adjacent existing site facilities, should be properly shored to maintain support of adjacent elements. Excavations and shoring systems should meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards.

4.3.3 Subgrade Preparation

Prior to placing fills or construction of the proposed structures, the subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.

In areas to receive pavements, the top 12 inches below the pavement base should be scarified, moisture-conditioned, and compacted to a minimum of 95 percent (90 percent for clayey soils) of the maximum dry density.

4.3.4 Material for Fill

The surficial on-site soils are, in general, suitable for use as compacted fill. The upper 12 inches of building pad supporting a slab-on-grade floor should consist of on-site or imported non-expansive sandy soils.

Imported fill material should be predominately granular (containing no more than 40 percent fines - portion passing No. 200 sieve) and non-expansive (Expansion Index of 20 or less). The import should also exhibit a minimum R-value of 30, consistent with the existing near surface soils. GPI should be provided with a sample (at least 50 pounds) and notified of the location of soils proposed for import at least 72 hours in advance of importing. Each proposed import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by the GPI may be rejected if not suitable.

Soils used for compacted fills should not contain particles greater than 6 inches in size.

The on-site inert demolition debris, such as concrete and asphalt, may be reused in the compacted fills provided approval is provided by the reviewing regulatory agency and the owner. The material should be crushed to the consistency of aggregate base and blended with the on-site or imported soils. Such material could also be used for stabilization of soft and wet areas expected in the planned overexcavations.

4.3.5 Placement and Compaction of Fills

Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 90 percent of the maximum dry density in accordance with ASTM D-1557.

The optimum lift thickness will depend on the compaction equipment used and can best be determined in the field. The following uncompacted lift thickness can be used as preliminary guidelines.

Plate Compactors	4-6 inches
Track Equipment, Small Vibratory or Static Rollers (5-ton±)	6-8 inches
Heavy Loaders	8-12 inches

The maximum lift thickness should not be greater than 12 inches.

Fills consisting of the on-site or imported sandy soils should be placed at a moisture content of 0 to 2 percent over the optimum moisture content in order to achieve the required compaction. Moisture should be maintained in fill prior to placing new fill or at the subgrade surfaces or additional processing may be required.

4.3.6 Shrinkage and Subsidence

Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. While shrinkage is not anticipated to be a significant issue due to the limited grading, for earthwork volume estimating purposes, an average shrinkage value of about 10 to 15 percent and subsidence of 0.1 feet may be assumed for the surficial soils. These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and should be determined during grading.

4.3.7 Trench/Wall Backfill

Utility trench and wall backfill consisting of the on-site material or imported sand should be mechanically compacted in lifts. The on-site clayey soils should not be used in retaining wall backfill and may be difficult to compact in trenches. Some drying of the on-site soils should be anticipated prior to backfill. Lift thickness should not exceed those values given in the "Compacted Fill" section of this report. A representative of GPI should observe and test all trench and wall backfills as they are placed.

In backfill areas where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should contain one sack of cement per cubic yard and have a maximum slump of 5 inches. Within the building area, the slurry should contain two sacks of cement per cubic yard. When set, such a mix typically has the consistency of compacted soil.

If open-graded rock is used as backfill or bedding, the material should be placed in lifts and mechanically densified. Open-graded rock should be separated from the on-site soils by a suitable filter fabric (Mirafi 140N or equivalent).

4.3.8 Observation and Testing

A representative of GPI should observe excavations, subgrade preparation, and fill placement activities. Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils. Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill.

4.4 PILE FOUNDATIONS

4.4.1 General

The existing building columns with the exception of the eastern building wall are supported on 12-inch diameter driven concrete piles. As-built foundation plans (Reference 1) indicate the length of the concrete piles vary from 14 to 40 feet and are attached below a 2-foot deep pile cap. Reference 1 shows a length of pile for each column within the building. Using our data from the CPT’s and borings, we have evaluated the ultimate skin friction and end bearing based on soil types presented in our geologic cross-section, Figure 4.

Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.

Table 1 provides our analysis of the ultimate skin friction and ultimate end bearing values to be used by the Project Structural Engineer in evaluating the existing piles and design of new piles for the foundations for the roof deck extension. We provide our analysis for each North-South building line (B to G) from the as-built foundation plan (Reference 1), which contains pile foundations, and for the new foundations for the roof deck extension. The approximate location of the building lines are provided on our geologic cross-section, Figure 4.

Downdrag forces on piles resulting from potential liquefaction should be included in the design of new piles or evaluation of existing piles in the western portion of the building. Table 1 includes an assessment of the negative skin friction of the piles based on our liquefaction analysis.

If additional piles are required for the building, reductions in pile capacity for consideration of group action are not required provided that piles (new and existing) are spaced no closer (center-to-center) than 2½ times the diameter of the pile. Capacity of piles spaced closer than discussed above should be reduced to 70 percent of the capacity provided in Table 1.

We recommend that the Project Structural Engineer use a Factor of Safety of 2.0 to 3.0 based on their engineering judgement in accessing the allowable capacity determination of each existing pile.

The as-built foundation plan (Reference 1) contains a “Total Load on Pile” and “Length of Pile”. It is unclear from the review of the plans if these are design loads. It is also unclear if the “Length of Pile” is an as-built, installed length or casting length prior to driving.

Due to the relatively low head room in the existing building, micro-piles (concrete or steel pipe) or helical anchor piles will likely be required to retrofit existing pile foundations in the building, if required by the Project Structural Engineer. The capacities of the micro-piles or helical piles will be determined by a Specialty Design/Build contractor using the soils information in this report. The foundation for the new roof deck extension may be supported on micro-piles, helical piles or more conventional piles. Nevertheless, we recommend that either type of pile extend into the dense to very dense sandstone of the Old Paralic Deposits. For new piles, we recommend using a factor of safety of 3.

GPI should review and approve the final pile design for an additional piles to retrofit the existing foundations.

4.4.2 Uplift Capacity

To resist uplift loads, the existing concrete piles will derive their resistance from friction between the subsurface soils and the pile surface. The ultimate uplift capacity of a CIP pile can be calculated using a skin friction of one-half of the values provided in Table 1 for the embedded length of the pile. The Project Structural Engineer should utilize a

Factor of Safety of 2.0 to 3.0 based on their engineering judgement in accessing the allowable uplift capacity determination of each existing pile.

4.4.3 Lateral Capacity

We analyzed the lateral load response of a 12-inch diameter concrete pile using LPILE, a finite difference computer program. The soil is modeled as a series of non-linear lateral springs, with lateral response defined by segmentally-variable p-y curves. Pile deflection with load is assumed to follow a linear-elastic relationship. Therefore, the results of our analyses are valid up to the bending moment capacity of the pile. At higher loads, the deflections will be greater than those predicted by the computer model.

The preliminary values for the lateral capacity of the piles are presented in Figures 5 through 7. These capacities are based on a ½-inch deflection. The actual values used for final design should be determined by the pile designer based on the axial and lateral loads used for design. These diagrams are for a fixed-head and a free-head condition.

In addition, lateral resistance will be provided by passive resistance against grade beams and pile caps. Assuming that these elements are poured tight against the existing ground, an allowable passive soil resistance equal to an equivalent fluid pressure of 250 pounds per cubic foot may be used.

4.4.4 Pile Load Testing

If additional piles are required for the building, we recommend that the Design-Build Contractor for micro-piles or helical anchor piles perform pile load tests. Pile load testing should be performed in accordance with the most recent version of the appropriate ASTM Standard.

4.4.5 Settlement

If additional load due to the 2nd story addition is placed on the existing piles, the piles may settle. The amount of settlement would need to be calculated on a pile by pile basis based on additional loading, length of pile, and end bearing strata of the driven piles.

4.4.6 Pile Installation

To ascertain that new piles, if necessary, are properly installed to sufficient depth to develop the required supporting capacities, it is imperative that a representative of GPI continuously observe the installation of the piles at the site. For helical piles, a representative of GPI should record the measurements of drilling torque and grout volume throughout the installation process and the final embedment depth of each pile. For micro-piles, a representative of GPI should record the final embedment depth and diameter of each pile, the type of soils removed, caving characteristics, and methods to prevent caving.

We recommend that GPI review the final foundation plans and specifications to ascertain that the recommendations presented herein have been properly incorporated into the contract documents.

The specialty foundation contractor for helical or micro-piles should evaluate the potential drilling conditions when planning installation methods for the deep foundations. We recommend the foundation contractor be prepared for a range of drilling conditions, including groundwater at a depth of 10 feet below existing grades and caving within sandy and soft soils at depths below 10 feet from the existing grade. When caving soil conditions are encountered, casing, slurry, or other methods should be utilized to maintain the pile excavation for the piles.

4.5 SHALLOW FOUNDATIONS

4.5.1 General

Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings, provided the anticipated settlements (including both static and dynamic) are tolerable and the subsurface soils are prepared in accordance with the recommendations given in this report.

Based on information provided in Reference 1, the east wall footing is bearing on sandy clay with an allowable bearing capacity of 2,000 pounds per square foot (psf). Reference 1 shows the east wall footings to be 3 feet wide with an embedment of 2 feet. Based on our evaluation of the subsurface soils from limited geotechnical explorations, we recommend that the allowable bearing of 2,000 psf may be used for the evaluation of the existing footings for increased loading on the wall due to the 2nd story additions.

4.5.2 Allowable Bearing Pressures

Based on the shear strength and elastic settlement characteristics of the recompacted on-site soils, a static allowable net bearing pressure of up to 1,500 pounds per square foot (psf) may be used for both continuous footings or isolated column footings for minor structures. These bearing pressures are for dead-plus-live loads, and may be increased one-third for short-term, transient, wind and seismic loading. The actual bearing pressure used may be less, such that economics and structural loads will determine the minimum width for footings as discussed below. The maximum edge pressures induced by eccentric loading or overturning moments should not be allowed to exceed these recommended values.

4.5.3 Minimum Footing Width and Embedment

The following minimum footing widths and embedments are recommended for the corresponding allowable bearing pressure.

STATIC BEARING PRESSURE (psf)	MINIMUM FOOTING WIDTH (inches)	MINIMUM FOOTING* EMBEDMENT (inches)
1,500	15	15
1,000	12	12

* Refers to minimum depth below lowest adjacent grade.

A minimum footing width of 12 inches should be used even if the actual bearing pressure is less than 1,000 psf.

4.5.4 Estimated Structural Settlements

Maximum total static settlement of lightly loaded spread footings is expected to be less than 1-inch. Maximum differential settlements between similarly loaded adjacent footings are expected to be less than ½-inch.

Seismic settlement caused by liquefaction in the western portion of the site of approximately ½ to 1-inch total and ½-inch differential should be added to the above settlement values when evaluating the combined settlement (static and seismic) of the conventional and foundations.

The above estimates are based on the assumption that the recommended earthwork will be performed and that the footings will be sized in accordance with our recommendations.

4.5.5 Lateral Load Resistance

Soil resistance to lateral loads will be provided by a combination of frictional resistance between the bottom of footings and underlying soils or aggregate base material and by passive soil pressures acting against the embedded sides of the footings. For frictional resistance, a coefficient of friction of 0.35 may be used for design for soils. In addition, an allowable lateral bearing pressure equal to an equivalent fluid weight of 250 pounds per cubic foot may be used, provided the footings are poured tight against compacted fill soils. These values may be used in combination without reduction.

The above values may be used for new footings or evaluation of existing footings along the eastern building wall.

4.5.6 Footing Excavation Observation

Prior to placement of concrete and steel, a representative of GPI should observe and approve all footing excavations.

4.6 FOUNDATION CONCRETE

Laboratory testing by HDR (Appendix C) indicates that the near surface soils exhibit a soluble sulfate content of 65 mg/kg (0.01) percent by weight). For the 2019 CBC, foundation concrete should conform to the requirements for negligible sulfate exposure for soil (Category S0) as outlined in ACI 318, Section 4.3.

4.7 BUILDING FLOOR SLABS

Repairs to the existing slab-on-grade floors, if required for the renovation of the existing building, should be supported on at least 12 inches of sandy (on-site or import) non-expansive soils (Expansion Index less than 20) compacted as discussed in the “Placement and Compaction of Fill” section.

A moisture vapor retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.). Currently, common practice is to use a 10 or 15 mil polyolefin product such as Stego Wrap for this purpose. Whether to place the concrete slab directly on the vapor barrier or place a clean sand layer between the slab and vapor barrier is a decision for the Project Architect, as it is not a geotechnical issue. If covered by sand, the sand layer should be about 2 inches thick and contain less than 5 percent by weight passing the No. 200 sieve. Based on our explorations and laboratory testing, the soils directly under the existing slab at the site are not suitable for this purpose. The function of the sand layer is to protect the vapor retarder during construction and to aid in the uniform curing of the concrete. This layer should be nominally compacted using light equipment. The sand placed over the vapor retarder should only be slightly moist. If the sand gets wet (for example as a result of rainfall or excessive moistening) it must be allowed to dry prior to placing concrete. Care should be taken to avoid infiltration of water into the sand layer after placement of the concrete slab, such as at slab cut-outs and other exposures. A sand layer is not required beneath the vapor retarder, but we take no exception if one is provided.

It should be noted that the material used as a vapor retarder is only one of several factors affecting the prevention of moisture accumulation under floor coverings. Other factors include effective sealing of joints edges (particularly at pipe penetration) as well as excess moisture in the concrete. The manufacturer of floor coverings should be consulted for establishing acceptable criteria for the condition of floor surface prior to placing moisture-sensitive floor coverings.

For lateral resistance design, a coefficient of friction value of 0.35 between select fill and concrete may be used. For a slab on a visqueen moisture barrier, a coefficient of 0.1 should be used.

In the western half of the building (Column Line D to G), the existing floor slab may settle if a seismic event causes liquefaction of the underlying Paralic Estuarine Deposits. The magnitude of the seismic settlement may vary from ½ to 1 inch. If the risk of these settlements is not acceptable, the existing slab on grade floor should be replaced with a structurally reinforced floor slab.

4.8 LATERAL EARTH PRESSURES

Based on information available to us at the time this report was prepared, no major retaining walls or basements were planned as part of the building renovation. The existing east wall of the building does retain approximately retains approximately 7 to 8 feet of soil from the slope extending upward to the railroad tracks. The following recommendations are provided for walls less than 8 feet in height. We recommend that non-expansive, imported or on-site, granular soils be used as wall backfill.

Active earth pressures can be used for designing walls that can yield at least 1-inch laterally in 10 feet of wall height under the imposed loads. For level backfill comprised of on-site granular soils, the magnitude of active pressures is equivalent to the pressures imposed by a fluid weighing 35 pounds per cubic foot (pcf). This pressure may also be used for the design of temporary excavation support.

For level backfill comprised of on-site fill soils where the ground surface is sloped up to 2:1 (horizontal to vertical) above the existing small retaining walls, a lateral pressure of an equivalent fluid weighing of 60 pounds per cubic foot may be used for an evaluation of the existing walls.

At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding. At-rest pressures imposed by a fluid weighing 52 pounds per cubic foot should be used for granular backfill.

For the existing east wall of the building retaining the sloped embankment, an at-rest pressures imposed by a fluid weighing 90 pounds per cubic foot should be used for evaluation against the existing sloped embankment soils.

The above active and at-rest pressures are for a drained condition.

To account for seismic loads, an additional lateral earth pressure equal to 22 pcf (equivalent fluid pressure distribution) should be added to the above active pressures. If the wall is designed or evaluated using the above at-rest pressure, the added seismic load can be omitted.

Walls subject to surcharge loads should be designed for an additional uniform lateral pressure equal to one-third and one-half the anticipated surcharge pressure for unrestrained and restrained walls, respectively.

The wall backfill should be well-drained to relieve possible hydrostatic pressure or designed to withstand these pressures. A drain consisting of perforated pipe and gravel wrapped in filter fabric should be used. One cubic foot of rock should be used for each lineal foot of pipe. The fabric (non-woven filter fabric, Mirafi 140N or equivalent) should be lapped at the top.

Wall footings should be designed as discussed in the "Shallow Foundations" section.

4.9 CORROSIVITY

Resistivity testing of representative samples of the on-site surficial soils by HDR indicates that the soils are moderately corrosive to ferrous metals (resistivity measurements of 3,640 ohm-cm). GPI does not practice corrosion engineering. Should the use of buried metal pipe be proposed, a corrosion engineer, such as HDR, should be consulted.

4.10 DRAINAGE

Positive surface gradients should be provided adjacent to all structures so as to direct surface water run-off and roof drainage away from foundations and slabs toward suitable discharge facilities. The introduction of water into the existing fill soils can result in subsidence. Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

4.11 STORM WATER INFILTRATION

Current regulations require that storm water be infiltrated in the site soils of new developments when possible. The soil types present at the site control the ability of water to infiltrate into the subgrade. Based on our subsurface investigation, the upper 10 feet of the soil profile consists of existing fill or formational soils. In addition, the site soils are within a liquefaction zone and analysis indicates a potential for liquefaction of site soils. Infiltration has the potential to increase the likelihood of liquefaction risks. Based on these findings, it is our opinion that surface infiltration of storm water is not feasible.

4.12 EXTERIOR CONCRETE AND MASONRY FLATWORK

Exterior concrete and masonry flatwork should be supported on non-expansive, compacted fill. This includes the generator and transformer slabs. The use of the clayey soils within 2 feet of the slab subgrade should not be permitted unless differential heave is tolerable. This includes exterior sidewalks, stamped concrete, non-traffic pavement, pavers, etc. Prior to placement of concrete, the subgrade should be prepared as recommended in the "Subgrade Preparation" section of this report.

4.13 PAVED AREAS

Preliminary pavement design has been based on an R-value of 30 due to the silty sand near-surface soils. The California Division of Highways Design Method was used for design of the recommended preliminary pavement sections. Final pavement design should be based on R-value testing performed near the conclusion of rough grading.

The following pavement sections are recommended for planning purposes only.

PAVEMENT AREA	TRAFFIC INDEX	SECTION THICKNESS (inches)	
		Asphalt Concrete	**Aggregate Base Course**
Auto Parking	4	3	4
Circulation Drives	5	3	6
Truck Drives	6	3	9
		Portland Cement Concrete	**Aggregate Base Course**
Auto Parking	4	6	---
Circulation Drives	5	6.5	---
Truck Drives	6	6.5	---

The pavement subgrade underlying the aggregate base or concrete should be properly prepared and compacted in accordance with the recommendations outlined under "Subgrade Preparation".

The Portland cement concrete used for paving should have a modulus of rupture of at least 550 psi (equivalent to an approximate compressive strength of 3,700 psi) at the time the pavement is subjected to truck traffic.

The pavement base course (as well as the top 12 inches of the subgrade soils) should be compacted to at least 95 percent of the maximum dry density (ASTM D-1557). Aggregate base should conform to the requirements of Section 26 of the California Department of Transportation Standard Specifications for Class II aggregate base (three-quarter inch maximum) or Section 200-2 of the Standard Specifications for Public Works Construction (Green Book) for untreated base materials, excluding processed miscellaneous base.

The above recommendations are based on the assumption that the base course and compacted subgrade will be properly drained. The design of paved areas should incorporate measures to prevent moisture build-up within the base course which can otherwise lead to premature pavement failure. For example, curbing adjacent to landscaped areas should be deep enough to act as a barrier to infiltration of irrigation water into the adjacent base course.

4.14 GEOTECHNICAL OBSERVATION AND TESTING

We recommend that a representative of GPI observe earthwork and pile installation during construction to confirm that the recommendations provided in our report are applicable during construction. The earthwork activities include grading, compaction of fills, subgrade preparation, pavement construction and foundation excavations. If conditions are different than expected, we should be afforded the opportunity to provide an alternate recommendation based on the actual conditions encountered.

5.0 LIMITATIONS

The report, exploration logs, and other materials resulting from GPI's efforts were prepared exclusively for use by Stay Open and their consultants in designing the proposed development. The report is not intended to be suitable for reuse on extensions or modifications of the project or for use on any project other than the currently proposed development as it may not contain sufficient or appropriate information for such uses. If this report or portions of this report are provided to contractors or included in specifications, it should be understood that they are provided for information only.

Soil deposits may vary in type, strength, and many other important properties between points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While we cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

Furthermore, our recommendations were developed with the assumption that a proper level of field observation and construction review will be provided during grading, excavation, and foundation construction by GPI. If field conditions during construction appear to be different than is indicated in this report, we should be notified immediately so that we may assess the impact of such conditions on our recommendations. If construction phase services are performed by others they must accept full responsibility for all geotechnical aspects of the project including this report.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable Geotechnical Engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

Respectfully submitted,
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TABLE 1
ULTIMATE SKIN FRICTION AND END BEARING
EXISTING AND NEW PILES AT STAY OPEN

Existing Building Lines H and G**					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 24	24 to 50	>50
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

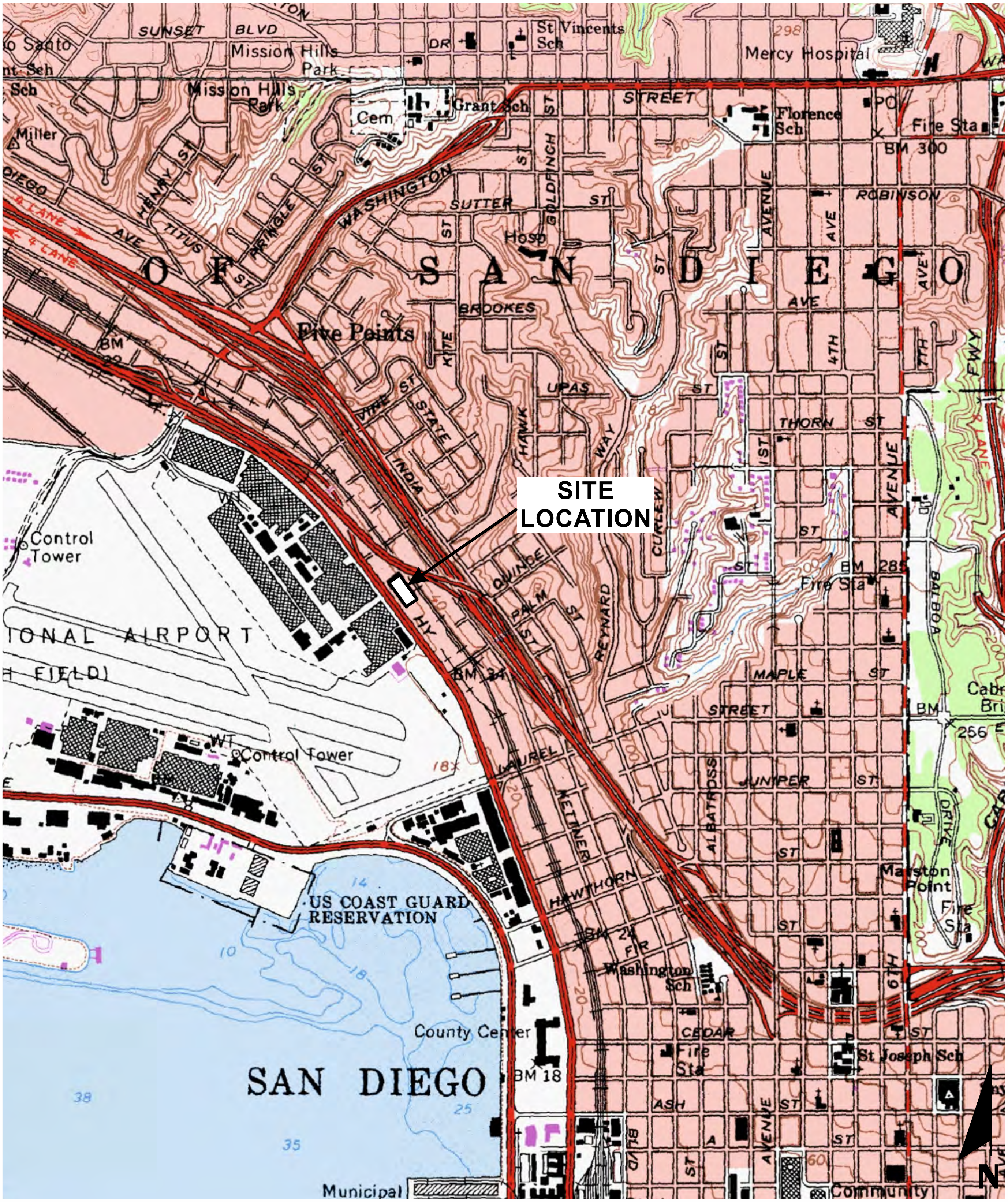
Note: "H" Line is new building line located 24 ft west of Line G

Existing Building Line F					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 18	18 to 38	>38
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

TABLE 1
ULTIMATE SKIN FRICTION AND END BEARING
EXISTING AND NEW PILES AT STAY OPEN
-continued-

Existing Building Lines E and D					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 16	16 to 29	>29
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

Existing Building Lines C and B					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	Layer 5 Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 5	not encountered	not encountered	5 to 12	>12
Ultimate Skin Friction	0.6	---	---	0.9	5
Ultimate End Bearing	---	---	---	90	300



0 1500 3000 FEET

BASE MAP REPRODUCED FROM USGS 7.5' TOPO MAPS © CALTOPO

GEOTECHNICAL PROFESSIONALS, INC.

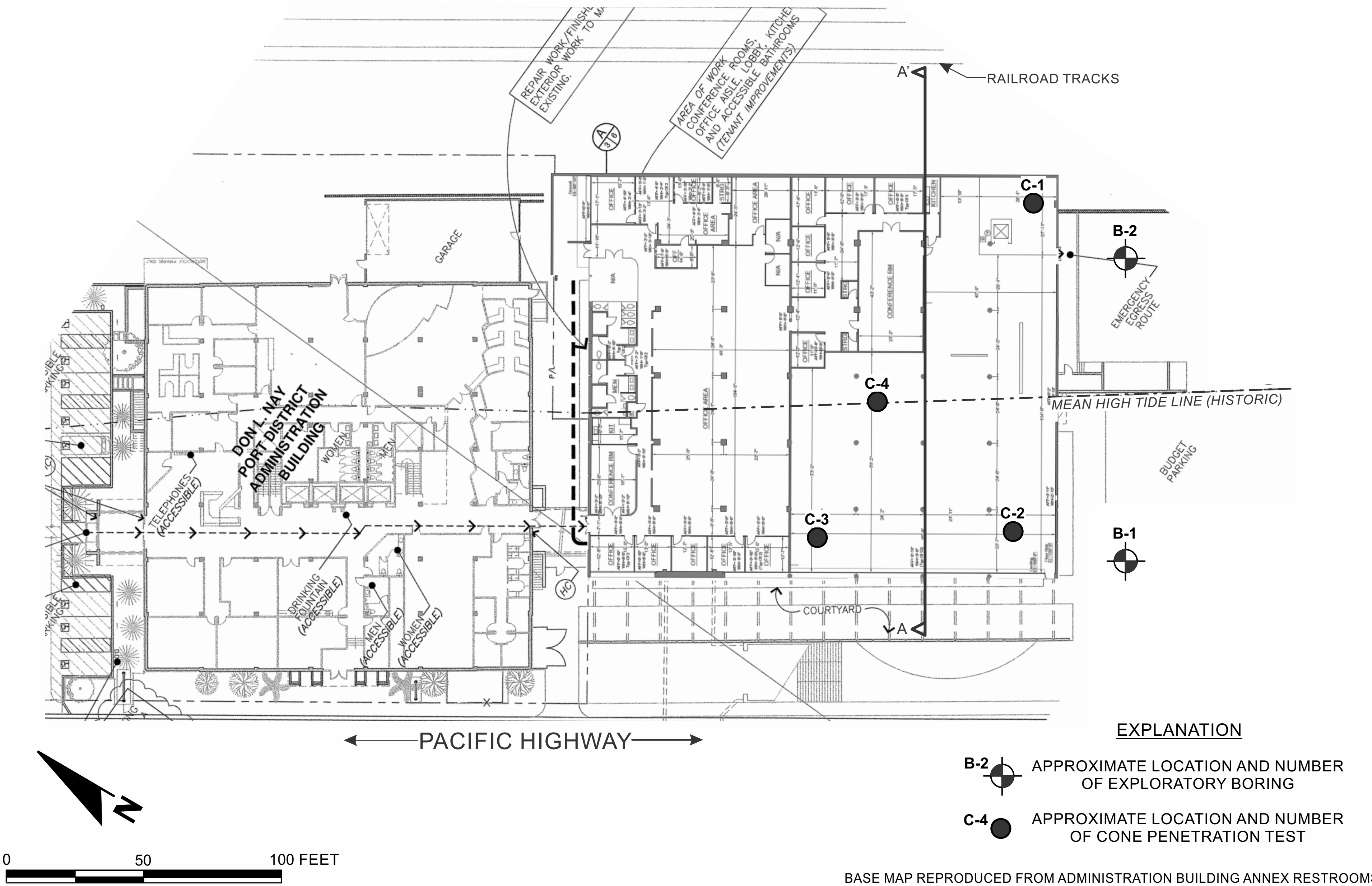
STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I

SCALE: 1" = 1500'

SITE LOCATION MAP

FIGURE 1



EXPLANATION

B-2 APPROXIMATE LOCATION AND NUMBER OF EXPLORATORY BORING

C-4 APPROXIMATE LOCATION AND NUMBER OF CONE PENETRATION TEST

BASE MAP REPRODUCED FROM ADMINISTRATION BUILDING ANNEX RESTROOMS IMPROVEMENTS PLAN BY DOMINY AND ASSOCIATES ARCHITECTS DATED 3/24/09

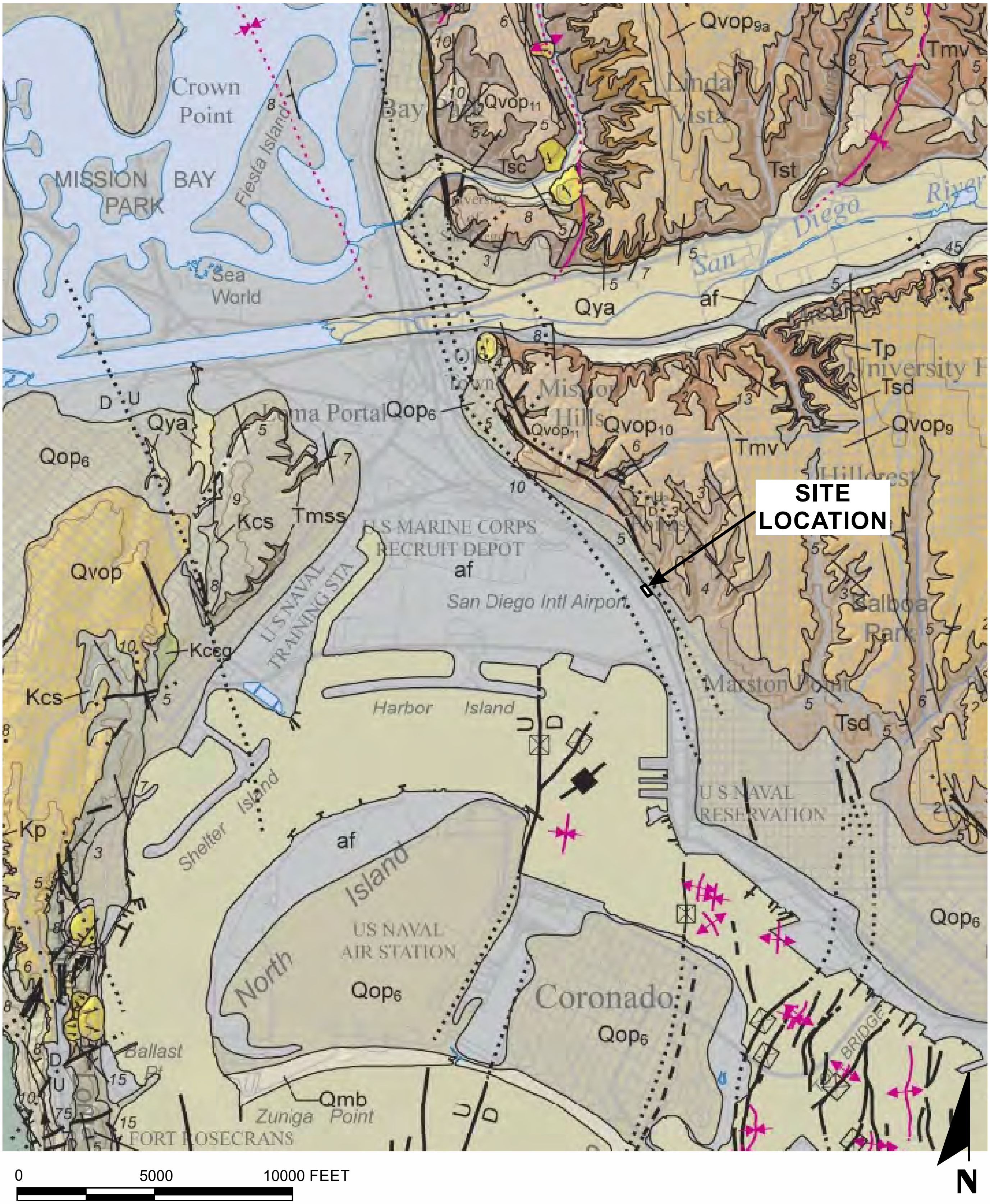
GPI GEOTECHNICAL PROFESSIONALS, INC.

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I | SCALE: 1" = 50'

SITE PLAN

FIGURE 2



BASE MAP REPRODUCED FROM GEOLOGIC MAP OF THE SAN DIEGO 30' X 60' QUADRANGLE, CALIFORNIA BY KENNEDY AND TAN 2008

GPI GEOTECHNICAL PROFESSIONALS, INC.

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I	SCALE: 1" = 5000'

GEOLOGIC MAP

FIGURE 3A

ABBREVIATED EXPLANATION
Approximate stratigraphic relationships only;
see pamphlet and CMU (Plate 2) for more detailed information

QUATERNARY — Holocene / Pleistocene

MODERN SURFICIAL DEPOSITS

- af — Artificial fill (late Holocene)
- Qw — Wash deposits (late Holocene)
- Qls — Landslide deposits, undivided (Holocene and Pleistocene)
- Qmb — Marine beach deposits (late Holocene)
- Qpe — Paralic estuarine deposits (late Holocene)
- Qmo — Undivided marine deposits in offshore region (late Holocene)
- Qcf — Canyon fill deposits in offshore region (late Holocene)

YOUNG SURFICIAL DEPOSITS

- Qya — Young alluvial flood-plain deposits (Holocene and late Pleistocene)
- Qyc — Young colluvial deposits (Holocene and late Pleistocene)
- Qct — Undivided canyon terrace deposits in offshore region (Holocene and Pleistocene)

OLD SURFICIAL DEPOSITS

- Qoa — Old alluvial flood-plain deposits, undivided (late to middle Pleistocene)
- Qop — Old paralic deposits, undivided (late to middle Pleistocene)
  - Qop_7 — Unit 7
  - Qop_6 — Unit 6
  - Qop_{2-4} — Units 2-4, undivided

VERY OLD SURFICIAL UNITS

- Qvoa — Very old alluvial flood-plain deposits, undivided (middle to early Pleistocene)
- Qvop — Very old paralic deposits, undivided (middle to early Pleistocene)
  - $Qvop_7$ — Unit 7
  - $Qvop_6$ — Unit 6
  - $Qvop_5$ — Unit 5
  - $Qvop_4$ — Unit 4
  - $Qvop_3$ — Unit 3
  - $Qvop_2$ — Unit 2
  - $Qvop_1$ — Unit 1
  - $Qvop_{13}$ — Unit 13
  - $Qvop_{12}$ — Unit 12
  - $Qvop_{11}$ — Unit 11
  - $Qvop_{10}$ — Unit 10
  - $Qvop_9$ — Unit 9
  - $Qvop_8$ — Unit 8
  - $Qvop_{11a}$ — Unit 11a
  - $Qvop_{10a}$ — Unit 10a
  - $Qvop_{9a}$ — Unit 9a
  - $Qvop_{8a}$ — Unit 8a

SEDIMENTARY AND VOLCANIC BEDROCK UNITS

- QTso — Undivided sediments and sedimentary rocks in offshore region (Holocene, Pleistocene, Pliocene and Miocene)
- Pliocene: San Diego Formation (early Pleistocene and late Pliocene)
  - Tsd - undivided
  - Tsdcg - transitional marine and nonmarine pebble and cobble conglomerate
  - Tsdss - marine sandstone
- Tba — Basaltic-andesite dike (Miocene)
- Tmo — Undivided sedimentary rocks in offshore region (Miocene)

SEDIMENTARY AND VOLCANIC BEDROCK UNITS

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  - Tsdss - marine sandstone
- Tba — Basaltic-andesite dike (Miocene)
- Tmo — Undivided sedimentary rocks in offshore region (Miocene)

TERTIARY — Miocene

- Tmvc — Undivided volcanic rocks in offshore region (Miocene)
- Tmuo — Undivided volcanic and sedimentary rocks in offshore region (Miocene)

Oligocene

- To — Otay Formation (late Oligocene)

Eocene

- Tp — Pomerado Conglomerate (middle Eocene)
  - Tpm - Miramar Sandstone Member
- Tmv — Mission Valley Formation (middle Eocene)
- Tst — Stadium Conglomerate (middle Eocene)
- Tf — Friars Formation (middle Eocene)
- Tsc — Scripps Formation (middle Eocene)
  - Tscu - upper unit
- Ta — Ardath Shale (middle Eocene)
- Tt — Torrey Sandstone (middle Eocene)
- Td — Delmar Formation (middle Eocene)
- Td+Tf — Delmar Formation and Friars Formation, undivided (middle Eocen
- Tms — Mount Soledad Formation (middle Eocene)
  - Tmss - sandstone
  - Tmsc - cobble conglomerate
- Teo — Undivided Eocene rocks in offshore region (Eocene)

MESOZOIC — CRETACEOUS — Upper Cretaceous

- Kc — Cabrillo Formation (Upper Cretaceous)
  - Kcs - sandstone
  - Kccg - cobble conglomerate
- Kp — Point Loma Formation (Upper Cretaceous)
- Kl — Lusardi Formation (Upper Cretaceous)
- Kuo — Undivided rocks of the Rosario Group in the offshore area (Upper Cretaceous)

UNNAMED CRETACEOUS ROCKS OF THE PENINSULAR RANGES BATHOLITH

mid-Cretaceous

- Kgu — Granodiorite and tonalite, undivided (mid-Cretaceous)
- Kgd — Granodiorite, undivided (mid-Cretaceous)
- Kt — Tonalite, undivided (mid-Cretaceous)
- Kd — Diorite, undivided (mid-Cretaceous)
- Kgh — Hypabyssal rocks, undivided (mid-Cretaceous)

JURASSIC AND CRETACEOUS METAMORPHOSED AND UNMETAMORPHOSED VOLCANIC AND SEDIMENTARY ROCKS

JURASSIC

- Mzu — Metamorphosed and unmetamorphosed volcanic and sedimentary rocks, undivided (Mesozoic)
- Mzo — Undivided metamorphic rocks in offshore region (Mesozoic)

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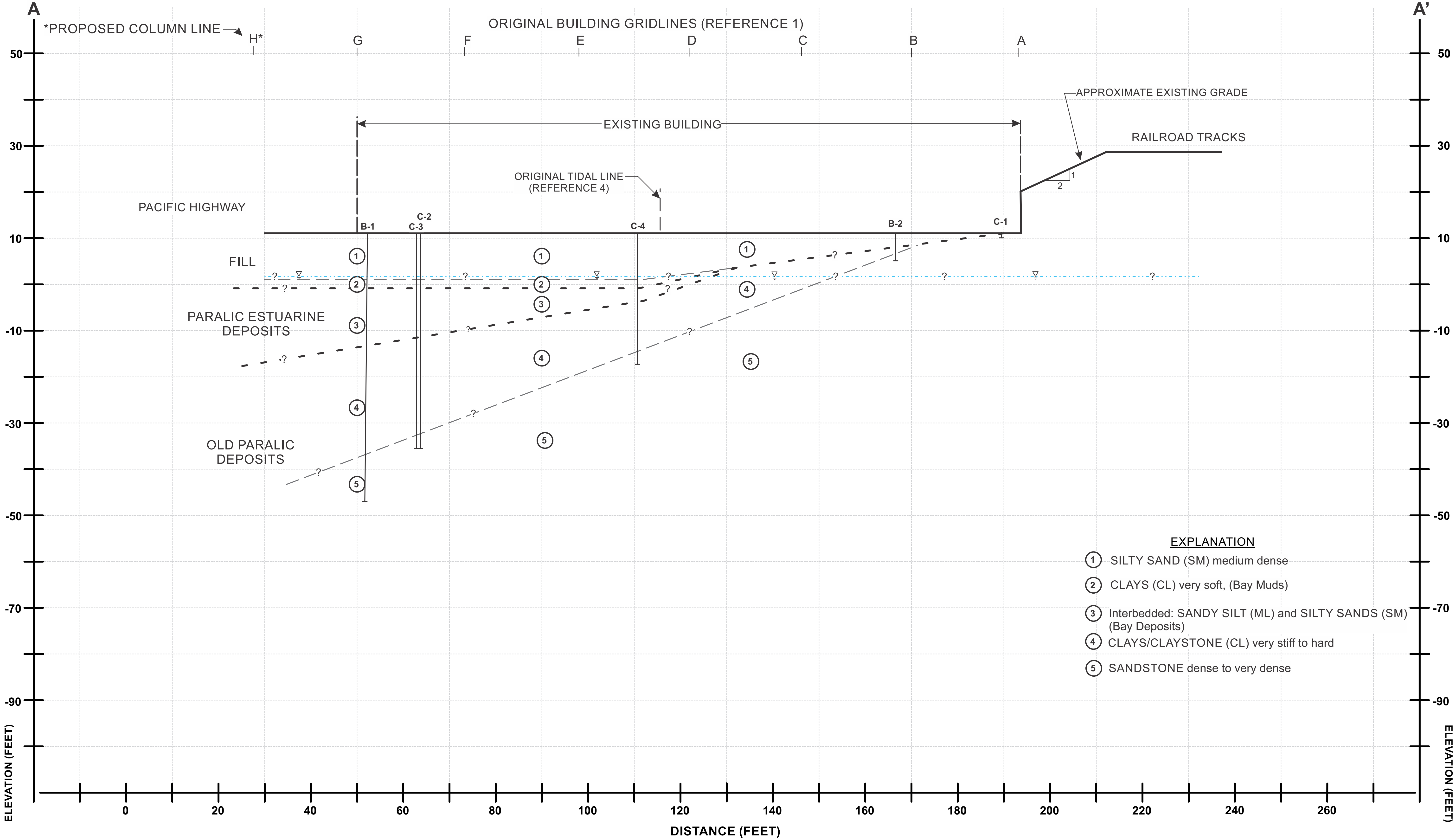
GEOLOGIC LEGEND

FIGURE 3B



Note: This section is based upon information obtained at borings and CPTs obtained during geotechnical investigation. The section is based upon limited geotechnical data and localized variations should be anticipated. This section is intended for descriptive purposes only.

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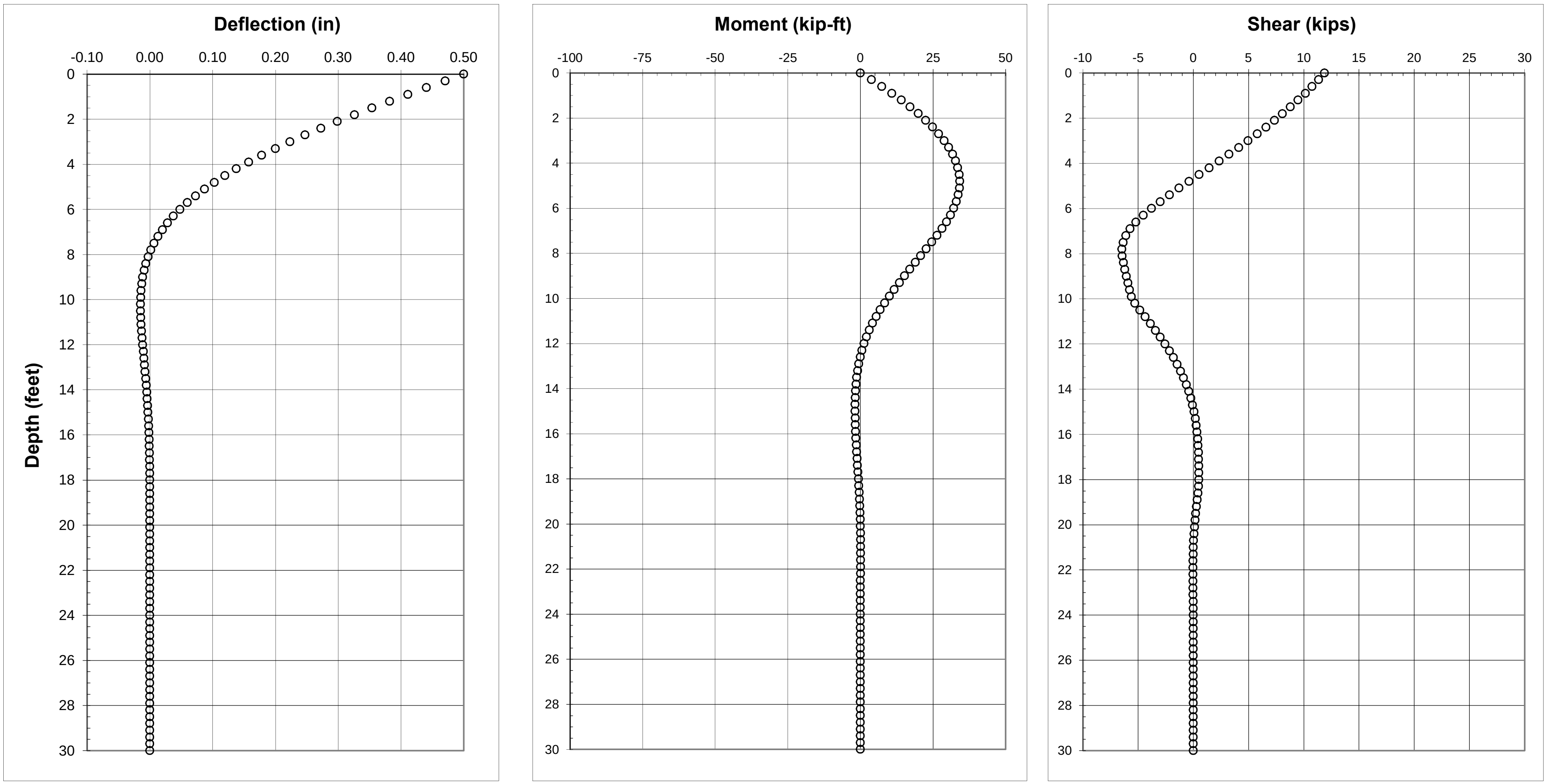
GEOLOGIC CROSS SECTION

FIGURE 4



FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 11.9 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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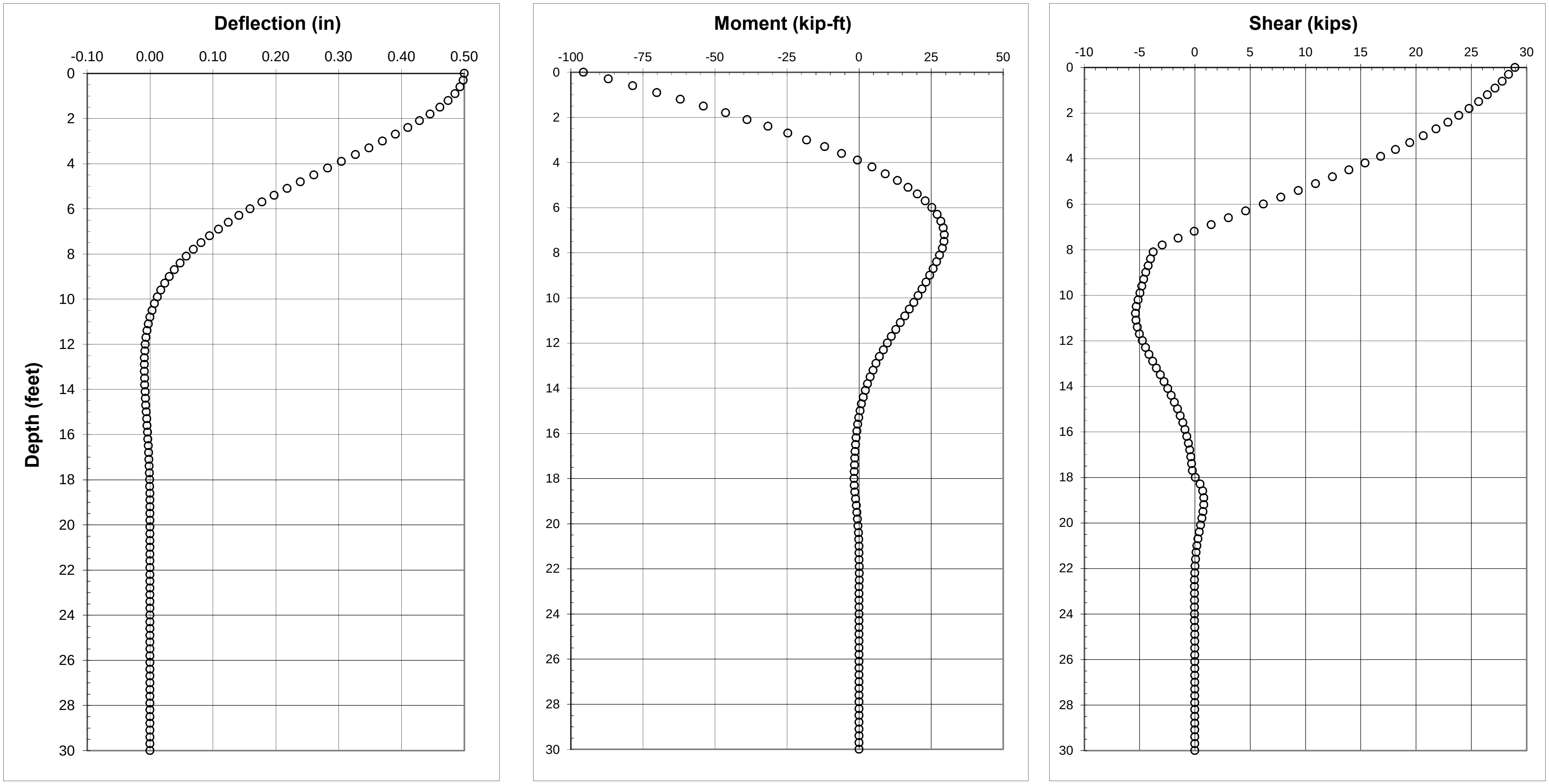
FIGURE 5A



FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 29.0 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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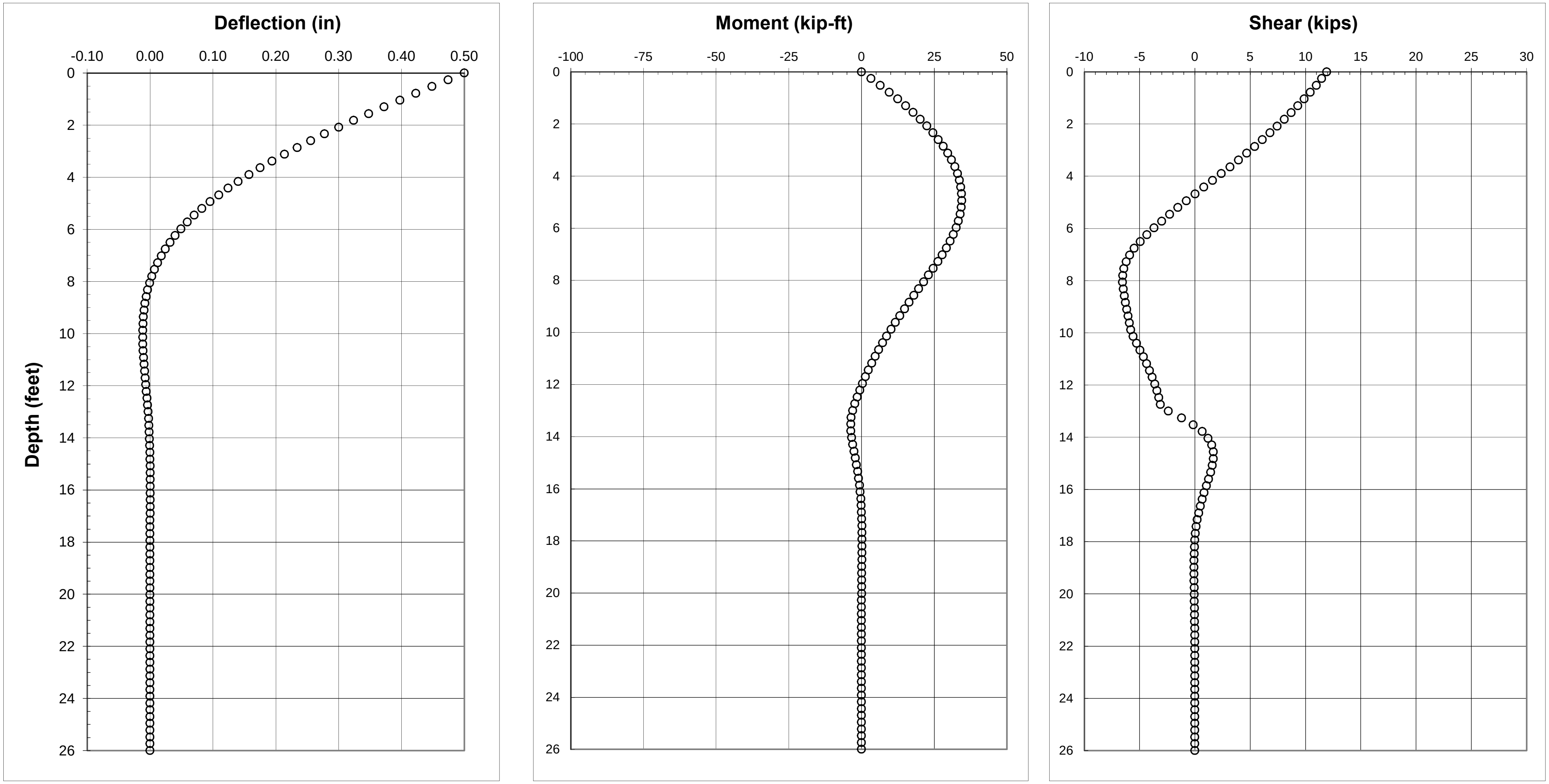
FIGURE 5B



FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 11.9 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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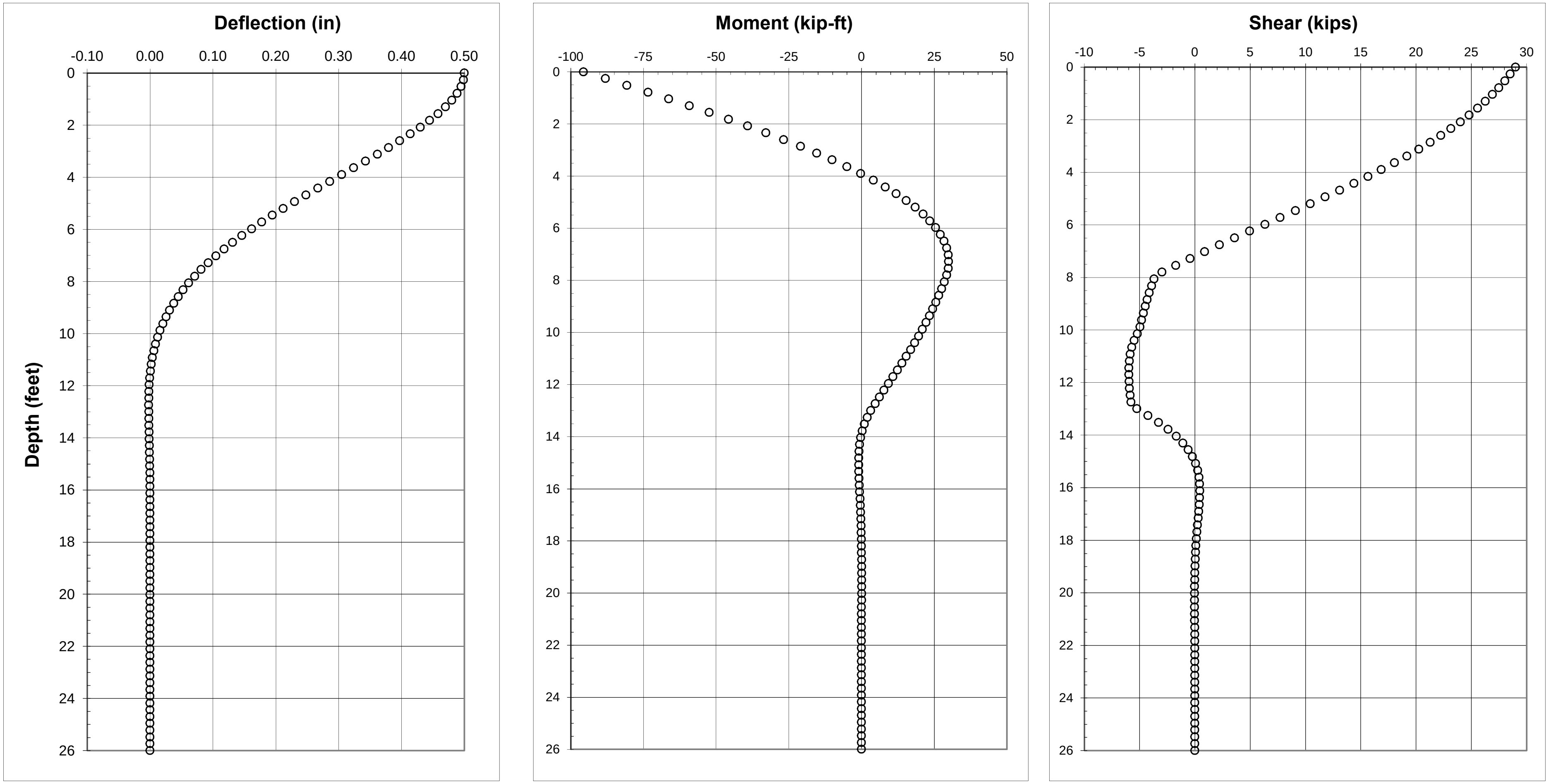
FIGURE 6A



FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 29.0 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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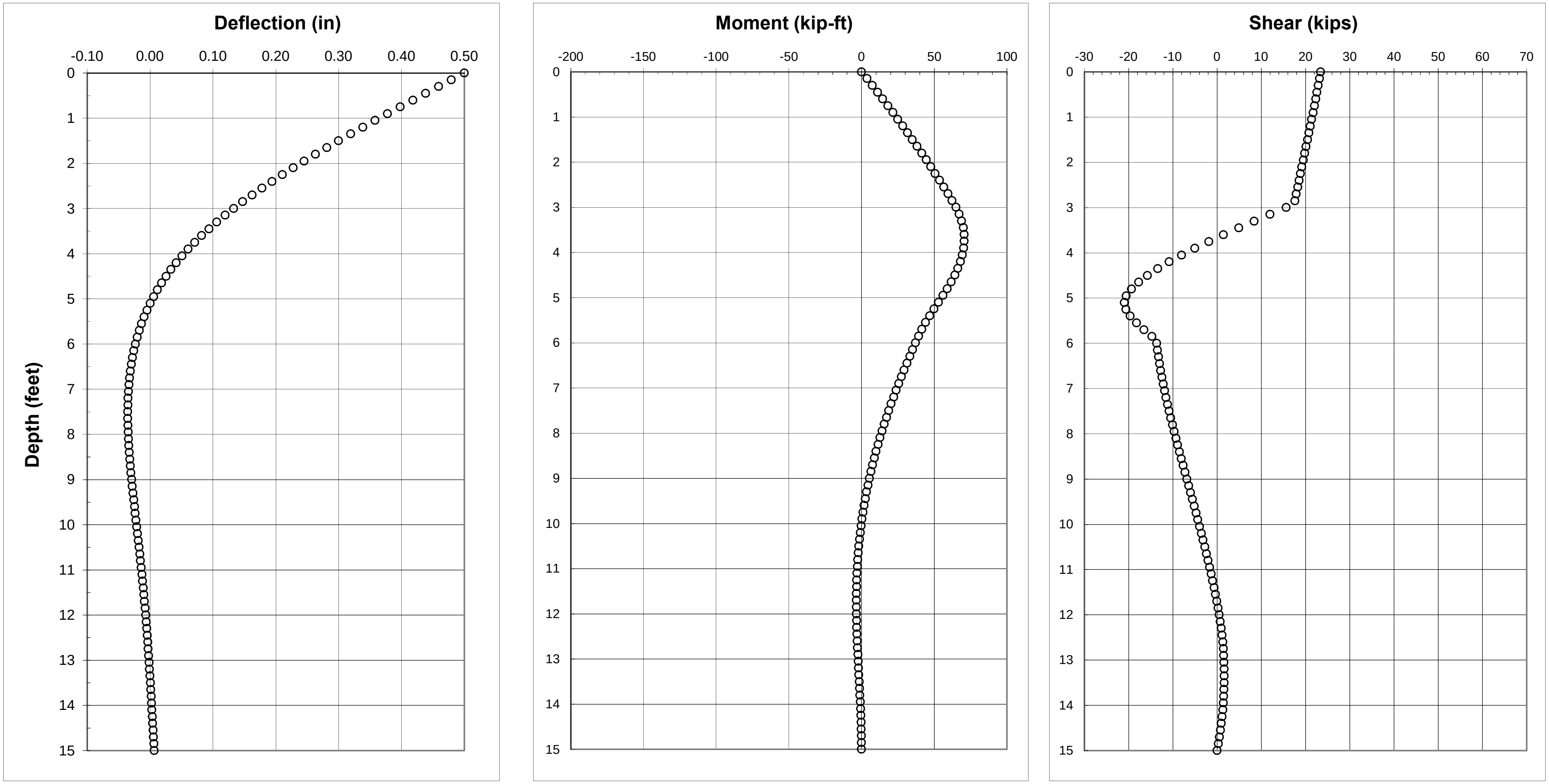
FIGURE 6B



FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 23.4 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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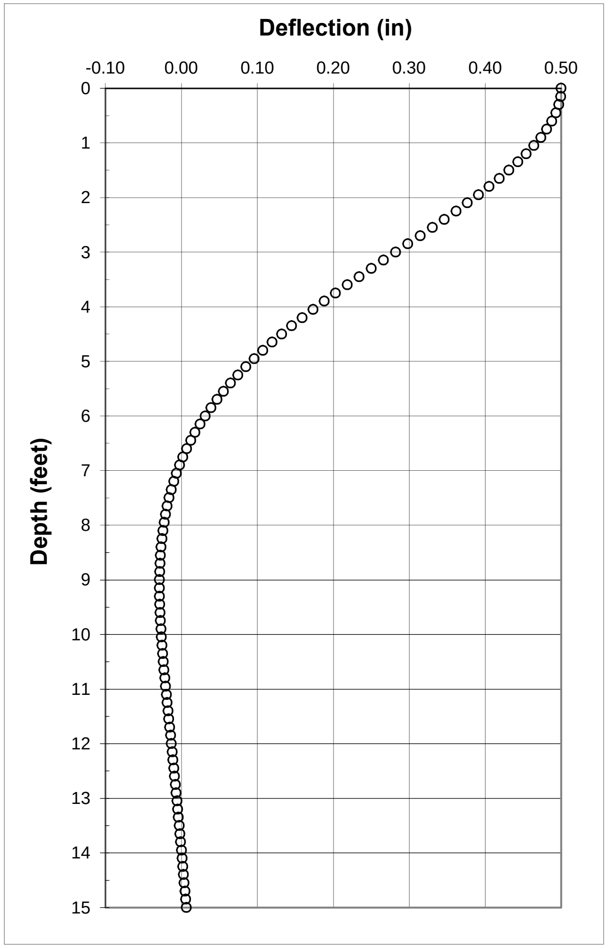
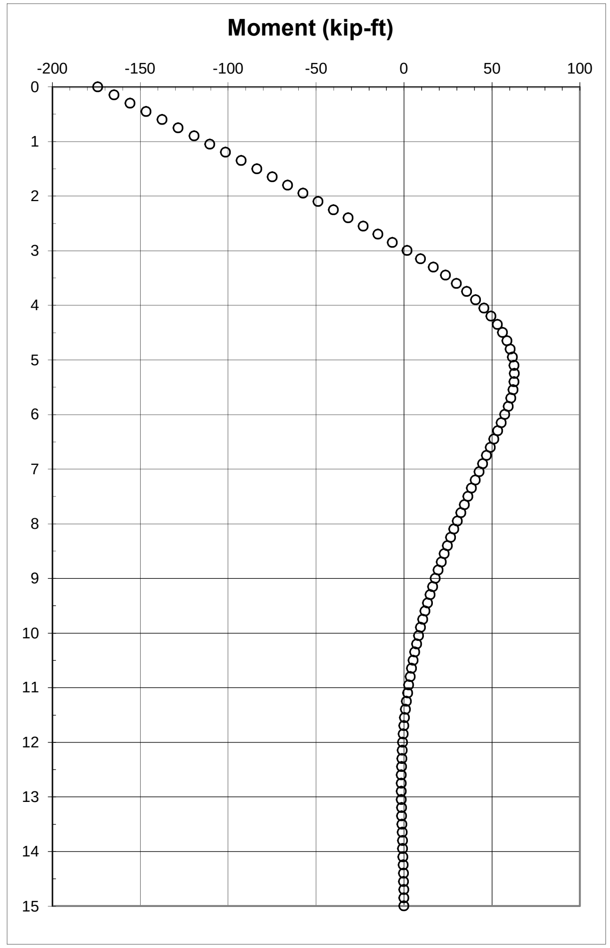
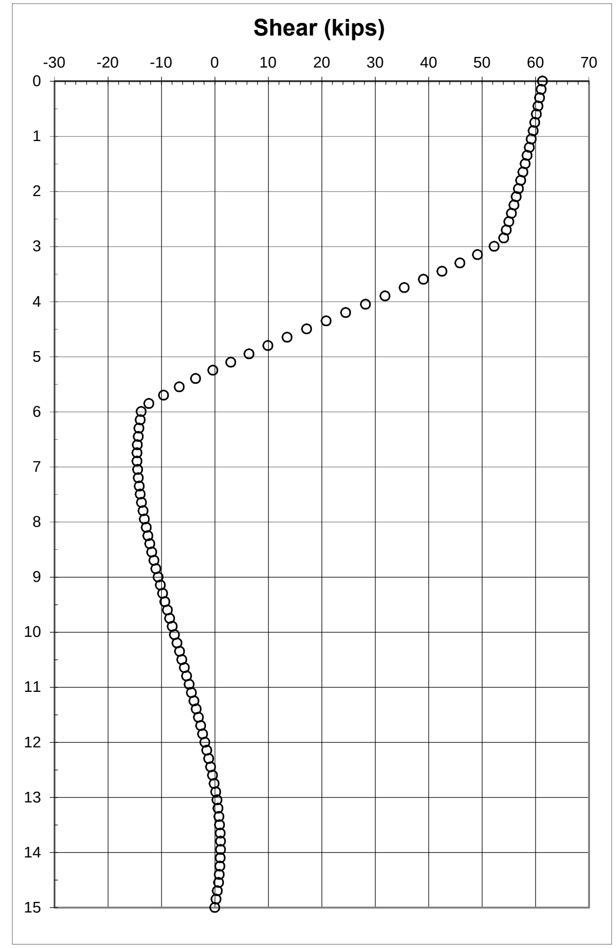
FIGURE 7A







FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 61.3 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

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FIGURE 7B

APPENDIX A

APPENDIX A

CONE PENETRATION TESTS

The subsurface conditions were investigated by performing four Cone Penetration Tests (CPT's) at the site. In general, the soundings were advanced to depths of 1.5 to 45 feet below existing grades. CPT's C-1, C-3, and C-4 refused in dense formational material at depths ranging from 1.5 to 45 feet. The locations of the CPT's are shown on the Site Plan, Figure 2.

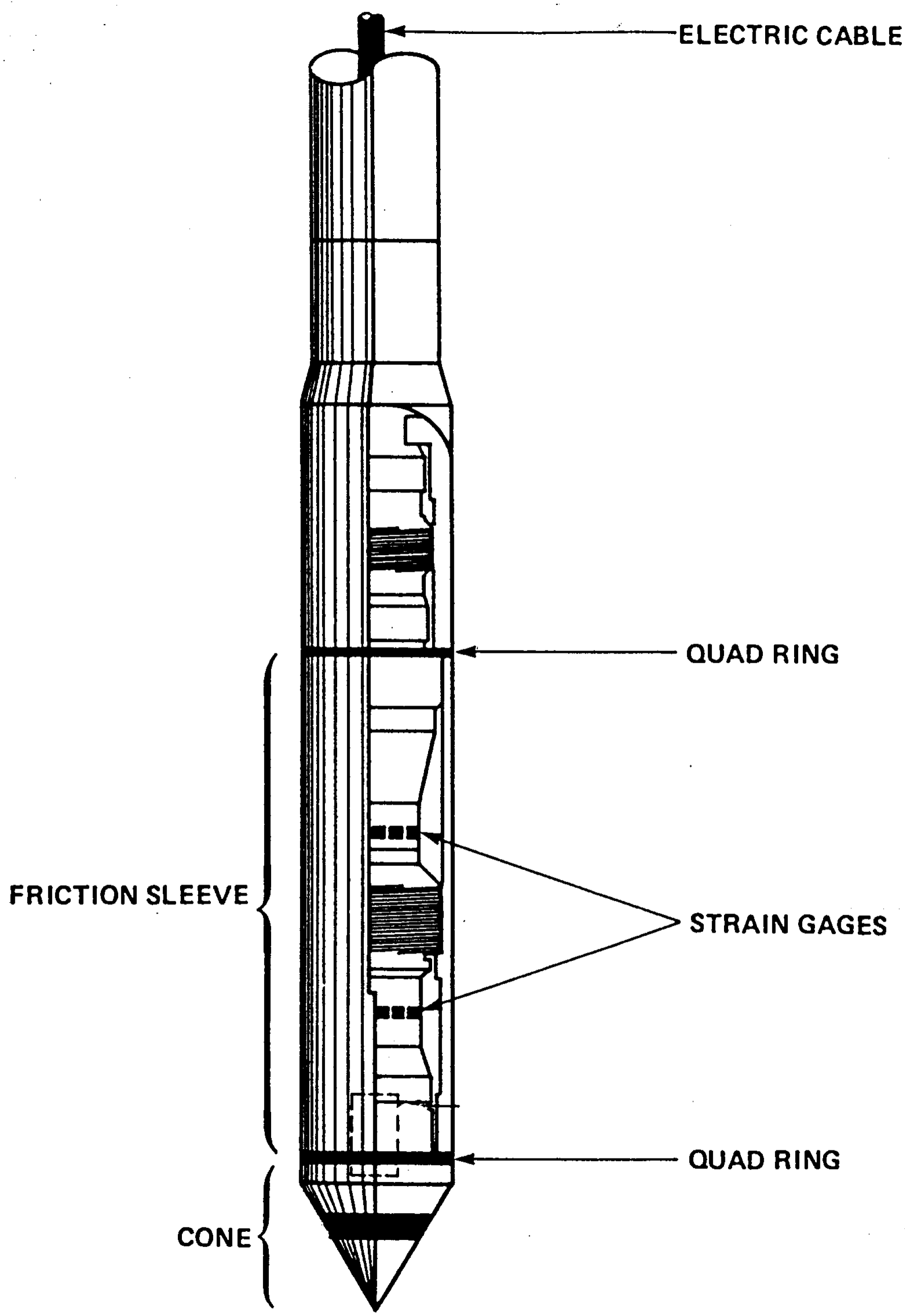
The Cone Penetration Test consists of pushing a cone-tipped probe into the soil deposit while simultaneously recording the cone tip resistance and side friction resistance of the soil to penetration (refer to Figure A-1). The CPT's described in this report were conducted in general accordance with ASTM specifications (ASTM D 5778) using an electric cone penetrometer.

The CPT equipment consists of a cone assembly mounted at the end of a series of hollow sounding rods. A set of hydraulic rams is used to push the cone and rods into the soil while a continuous record of cone and friction resistance versus depth is obtained in both analog and digital form at the ground surface. Limited access equipment was used and bolted to the concrete floor slabs to provide a reaction to the thrust of the hydraulic rams.

Data obtained during a CPT consists of continuous stratigraphic information with close vertical resolution. Stratigraphic interpretation is based on relationships between cone tip resistance and friction resistance. The calculated friction ratio (CPT friction sleeve resistance divided by cone tip resistance) is used as an indicator of soil type. Granular soils typically have low friction ratios and high cone resistance, while cohesive or organic soils have high friction ratios and low cone resistance. These stratigraphic material categories form the basis for all subsequent calculations, which utilize the CPT data.

Computer plots of the reduced CPT data acquired for this investigation are presented in Figures A-2 through A-5 of this appendix. The field testing and computer processing for the current investigation was performed by Kehoe Testing under subcontract to Geotechnical Professionals Inc. (GPI). The interpreted soil descriptions were prepared by GPI.

The CPT locations were laid out in the field by measuring from existing features within the building. Upon completion, the CPT holes were backfilled with a mixture of bentonite and grout in accordance with the County of San Diego permit requirements. The ground surface elevations at the CPT locations were estimated from as-built elevations for the floor slab of the building.



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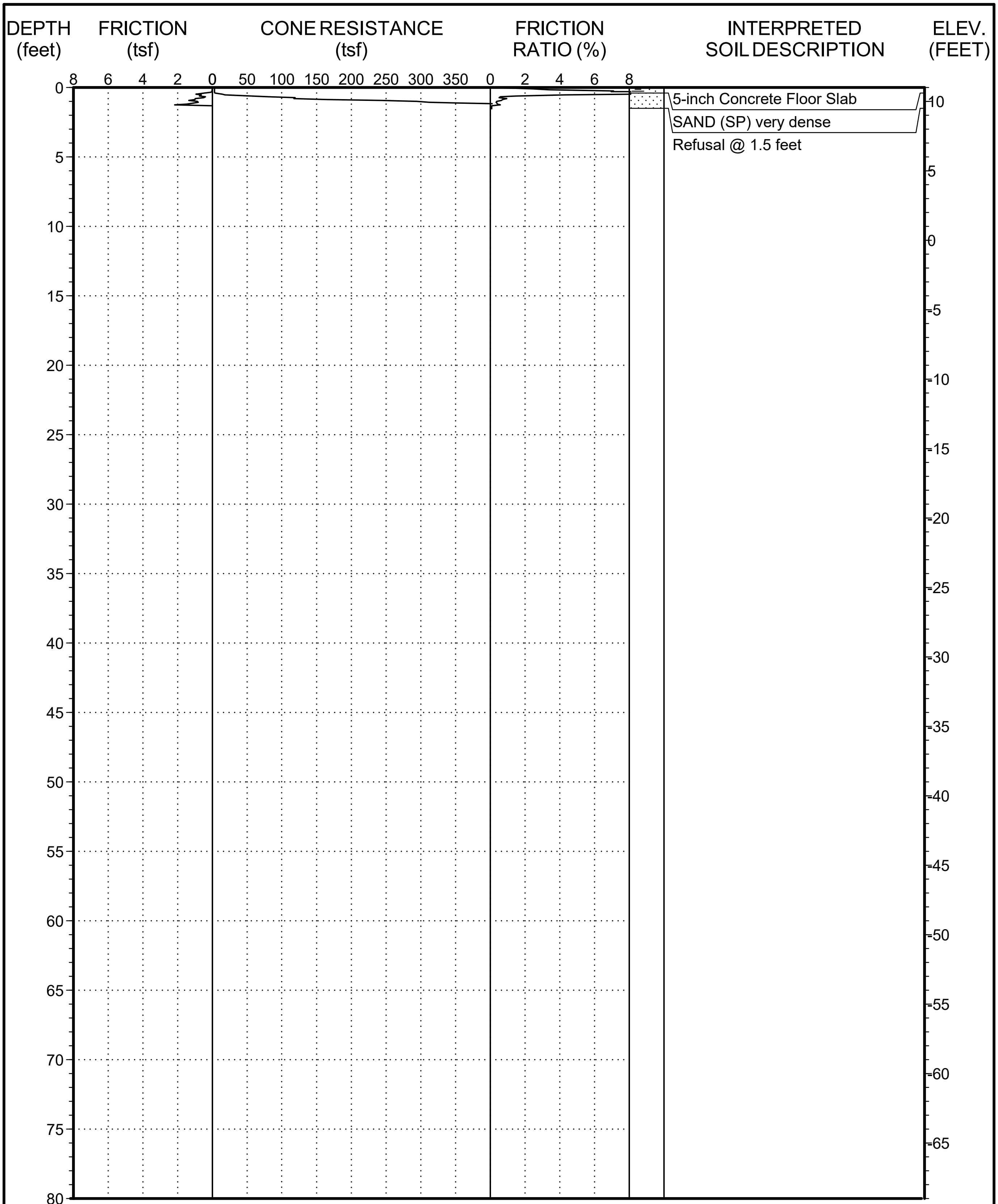
CONE PENETROMETER

FIGURE A-1



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

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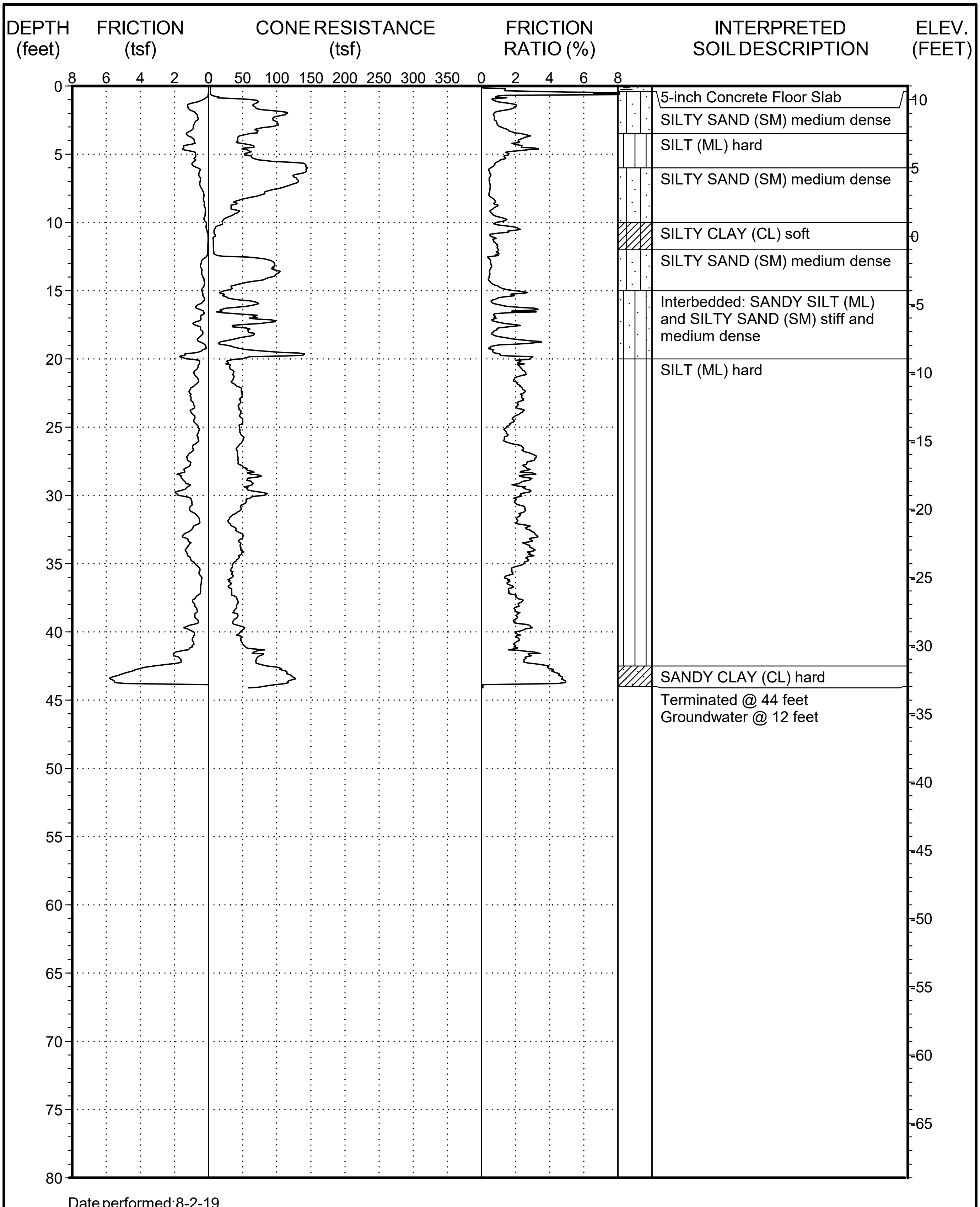
LOG OF CPT NO. C-1

FIGURE A-2



This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

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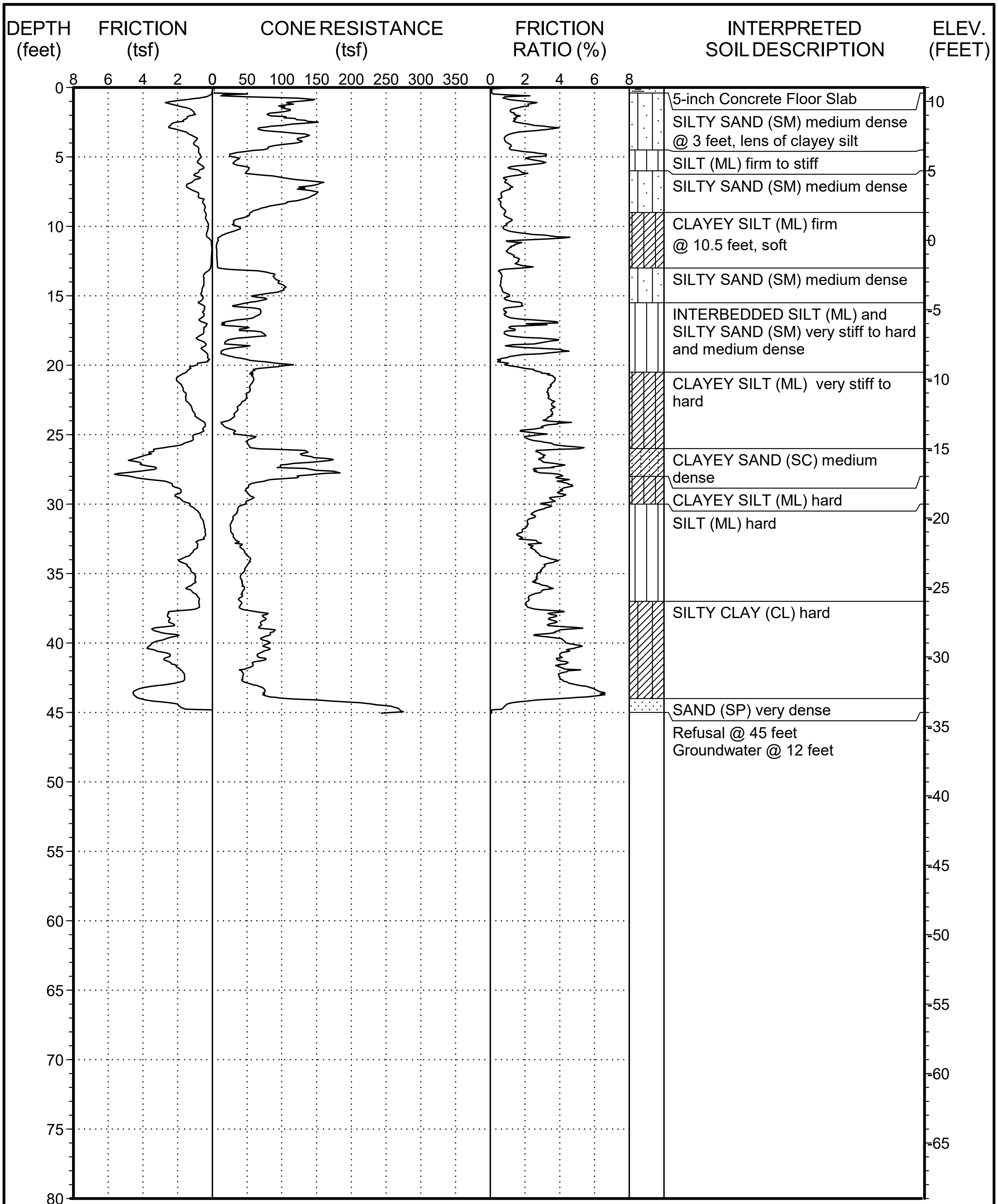
LOG OF CPT NO. C-2

FIGURE A-3



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

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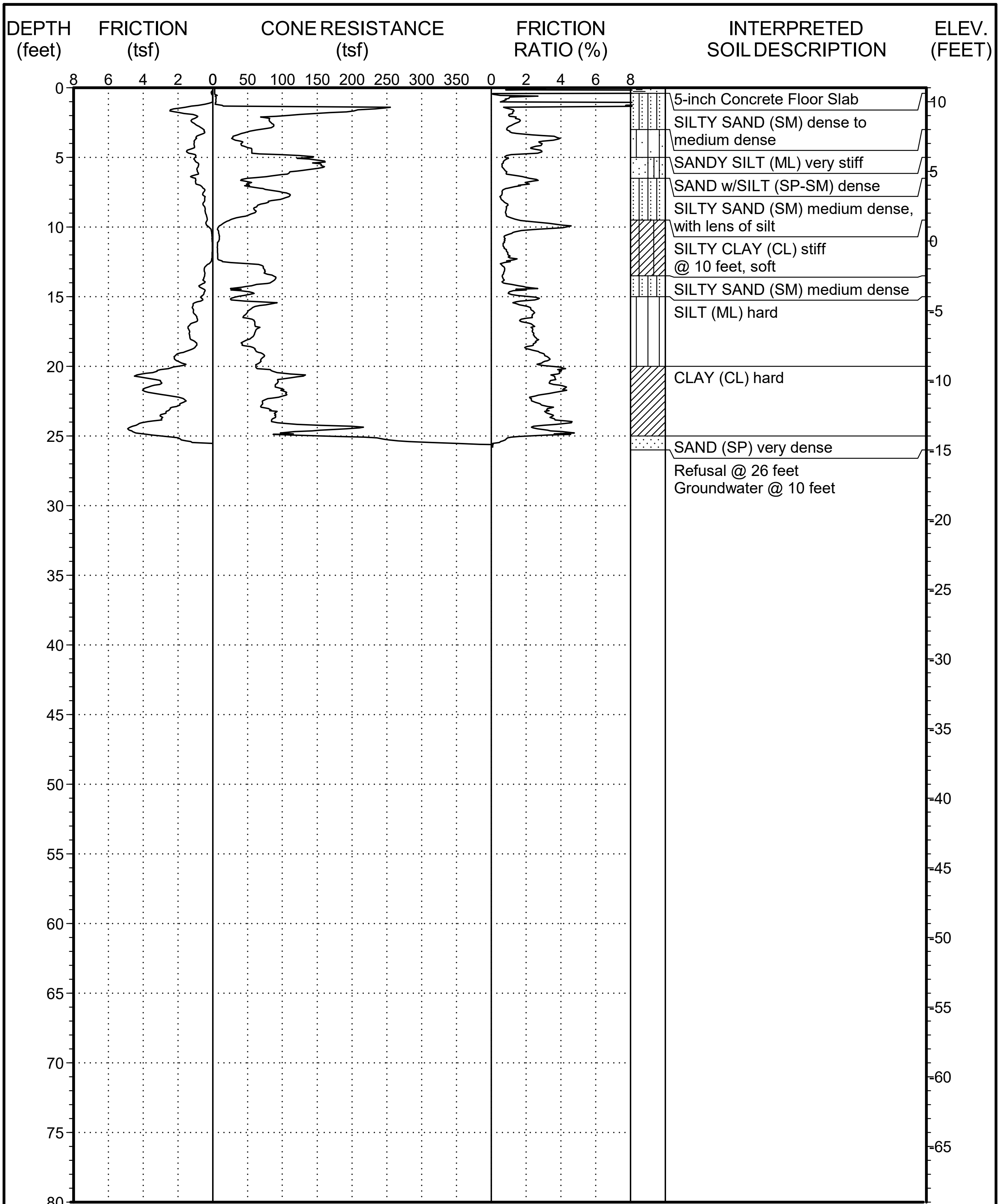
LOG OF CPT NO. C-3

FIGURE A-4



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

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LOG OF CPT NO. C-4

FIGURE A-5

APPENDIX B

APPENDIX B

EXPLORATORY BORINGS

The subsurface conditions at the site were investigated by drilling and sampling two exploratory borings. The borings were advanced to depths of 15 to 56.5 feet below the existing ground surface. The exploration location is shown on the Site Plan, Figure 2.

The boring was drilled using truck-mounted hollow-stem auger equipment. Relatively undisturbed samples were obtained using a brass-ring lined sampler (ASTM D 3550). The brass-rings have an inside diameter of 2.42 inches. The ring samples were driven into the soil by a 140-pound hammer dropping 30 inches. The number of blows needed to drive the sampler into the soil was recorded as the penetration resistance.

At selected locations, disturbed samples were obtained using a split-spoon sampler by means of the Standard Penetration Test (SPT, ASTM D 6066). The spoon sampler was driven into the soil by a 140-pound hammer dropping 30 inches, employing the "free-fall" hammer described above. After an initial seating drive of 6 inches, the number of blows needed to drive the sampler into the soil a depth of 12 inches was recorded as the penetration resistance. These values are the raw uncorrected blowcounts.

The field exploration for the investigation was performed under the continuous technical supervision of GPI's representative, who visually inspected the site, maintained detailed logs of the borings, classified the soils encountered, and obtained relatively undisturbed samples for examination and laboratory testing. The soils encountered in the boring were classified in the field and through further examination in the laboratory in accordance with the Unified Soils Classification System. Detailed logs of the borings are presented in Figures B-1 and B-2 in this appendix.

The boring locations were laid out in the field by measuring from existing features at the site. Upon completion, the boring was backfilled with a mixture of bentonite and grout in accordance with the County of San Diego permit requirements. The ground surface elevation at the boring location was estimated from surveys performed as part of the building remodel at the site and should be considered approximate.

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	*DESCRIPTION OF SUBSURFACE MATERIALS* This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	ELEVATION (FEET)
			B	0	3.5-Inch Paver	
					Fill: **SILTY SAND (SM)** brown, moist	10
					2.5-Inch AC	
					SILTY SAND (SM) brown, moist, medium dense, trace clay	
				5		5
8.2	89	17	D			
		5	D	10	<u>Paralic Estuarine Deposits:</u> **CLAY (CH)** grey, wet, soft	0
70.4	58	6	D			
27.0	89	21	D		**SAND WITH SILT (SP-SM)** grey, wet, medium dense	
25.1	97	16	D			
27.1	89	11	D		@ 14 feet, loose	
		16	D	15		
24.8	95	6	D		**SILTY SAND (SM)** grey, wet, loose, interbedded lenses of clay	-5
				20	<u>Old Paralic Deposits</u>: **SANDY CLAY (CL)** brown, moist, stiff	-10
		12	D			
				25		-15
13.7	118	33	D	30	**SANDY CLAYSTONE** mottled grey and reddish brown, moist, very stiff @ 32 to 34 feet, possilble cobble	-20
				35		-25

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
8-9-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
11

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PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF BORING NO. B-1

FIGURE B-1

	MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
						This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
	16.2	112	36	D	40		-30
	15.7	116	50	D	45	@ 45 feet, hard	-35
	24.0		44	S	50	**SANDSTONE** light brown, wet, dense, medium grained	-40
	24.4		73	S	55	@ 55 feet, very dense	-45
						Total Depth 56.5 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
8-9-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
11

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STAY OPEN SAN DIEGO

LOG OF BORING NO. B-1

FIGURE B-1

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
			B	0	5.5-Inch AC	10
					Fill: **SILTY SAND (SM)** brown, moist, trace cobble	
15.4	114	46	D		Old Paralic Deposits: **CLAYSTONE** mottled grey and reddish brown, moist, hard	
7.8	112	71	D	5	**SANDSTONE** reddish brown, moist, dense	5
9.5		50/5"	D		@ 7 feet, trace gravel, little retrival	
					@ 8 feet, possible cobbles	
23.6	95	51	D	10	@ 9 feet, yellow brown, wet, dense, fine to coarse, with fine rounded gravel	
19.7	107	51	D			0
		50/5"	D			
17.9	111	42	D	15		-5
					Total Depth 16 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED: 8-9-19
EQUIPMENT USED: 8 " Hollow Stem Auger
GROUNDWATER LEVEL (ft): 9

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LOG OF BORING NO. B-2

FIGURE B-2

APPENDIX C

APPENDIX C

LABORATORY TESTS

INTRODUCTION

Representative undisturbed soil samples, and bulk samples were carefully packaged in the field and sealed to prevent moisture loss. The samples were then transported to our Cypress office for examination and testing assignments. Laboratory tests were performed on selected representative samples as an aid in classifying the soils and to evaluate the physical properties of the soils affecting foundation design and construction procedures. Detailed descriptions of the laboratory tests are presented below under the appropriate test headings. Test results are presented in the figures that follow.

MOISTURE CONTENT AND DRY DENSITY

Moisture content and dry density were determined from a number of the ring samples from the borings. The samples were first trimmed to obtain volume and wet weight and then were dried in accordance with ASTM D 2216. After drying, the weight of each sample was measured, and moisture content and dry density were calculated. Moisture content and dry density values are presented on the boring logs in Appendix B.

ATTERBERG LIMITS

Liquid and plastic limits were determined for selected samples in accordance with ASTM D4318. Results of the Atterberg Limits test are summarized on Figure C-1.

PERCENT PASSING NO. 200 SIEVE

Soil samples were dried, weighed, soaked in water until individual soil particles were separated, and then washed on the No. 200 sieve. That portion of the material retained on the No. 200 sieve was oven-dried and weighed to determine the percentage of the material passing the No. 200 sieve. A summary of the percentages passing the No. 200 sieve is presented below.

BORING NO.	DEPTH (ft)	SOIL DESCRIPTION	PERCENT PASSING No. 200 SIEVE
B-1	13	Sand w/ Silt (SP-SM)	10
B-1	16	Silty Sand (SM)	20

DIRECT SHEAR

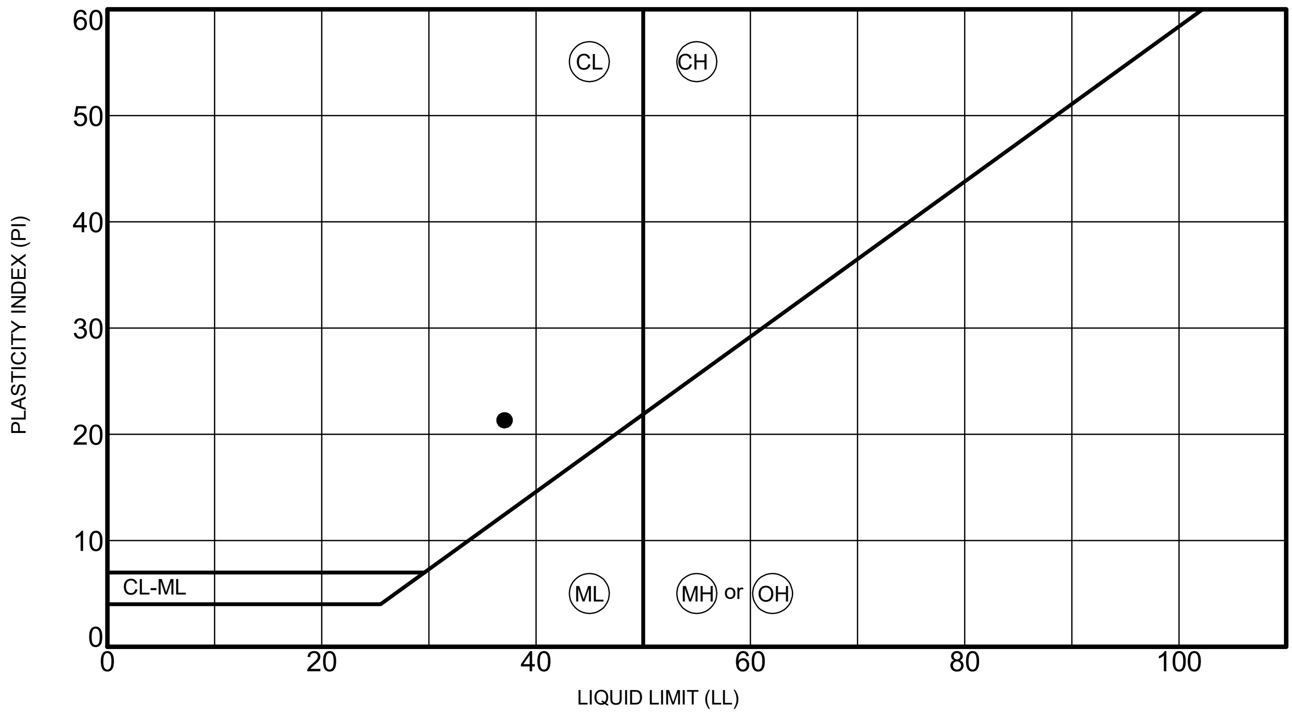
Direct shear tests were performed on undisturbed samples in accordance with ASTM D 3080. The sample was placed in the shear machine, and pre-selected normal loads were applied. The samples were inundated, allowed to consolidate, and then were sheared to failure at a strain rate of 0.002 inches per minute. The tests were repeated on additional test specimens under increased normal loads. Shear stress and sample deformation were monitored throughout the test. The results of the direct shear test are presented in Figures C-2 to C-3.

CONSOLIDATION

One-dimensional consolidation tests were performed on undisturbed samples in accordance with ASTM D 2435. After trimming the ends, the sample was placed in the consolidometer and loaded to up to 0.8 ksf. Thereafter, the sample was incrementally loaded to a maximum load of up to 25.6 ksf. The sample was inundated at 1.6 ksf. Sample deformation was measured to 0.0001 inch. Rebound behavior was investigated by unloading the sample back to 0.4 ksf. Timed-deformation readings were performed on a constant load increment over a period of 24 hours on two samples. Results of the consolidation tests, in the form of percent consolidation versus log pressure, are presented in Figures C-4 to C-5.

CORROSIVITY

Soil corrosivity testing was performed by HDR on a soil sample provided by GPI. The test results are summarized in Table 1 of this appendix.



SAMPLE LOCATION		LL	PL	PI	Fines, %	Classification
● B-1	30.0	37	16	21		SANDY CLAY (CL)

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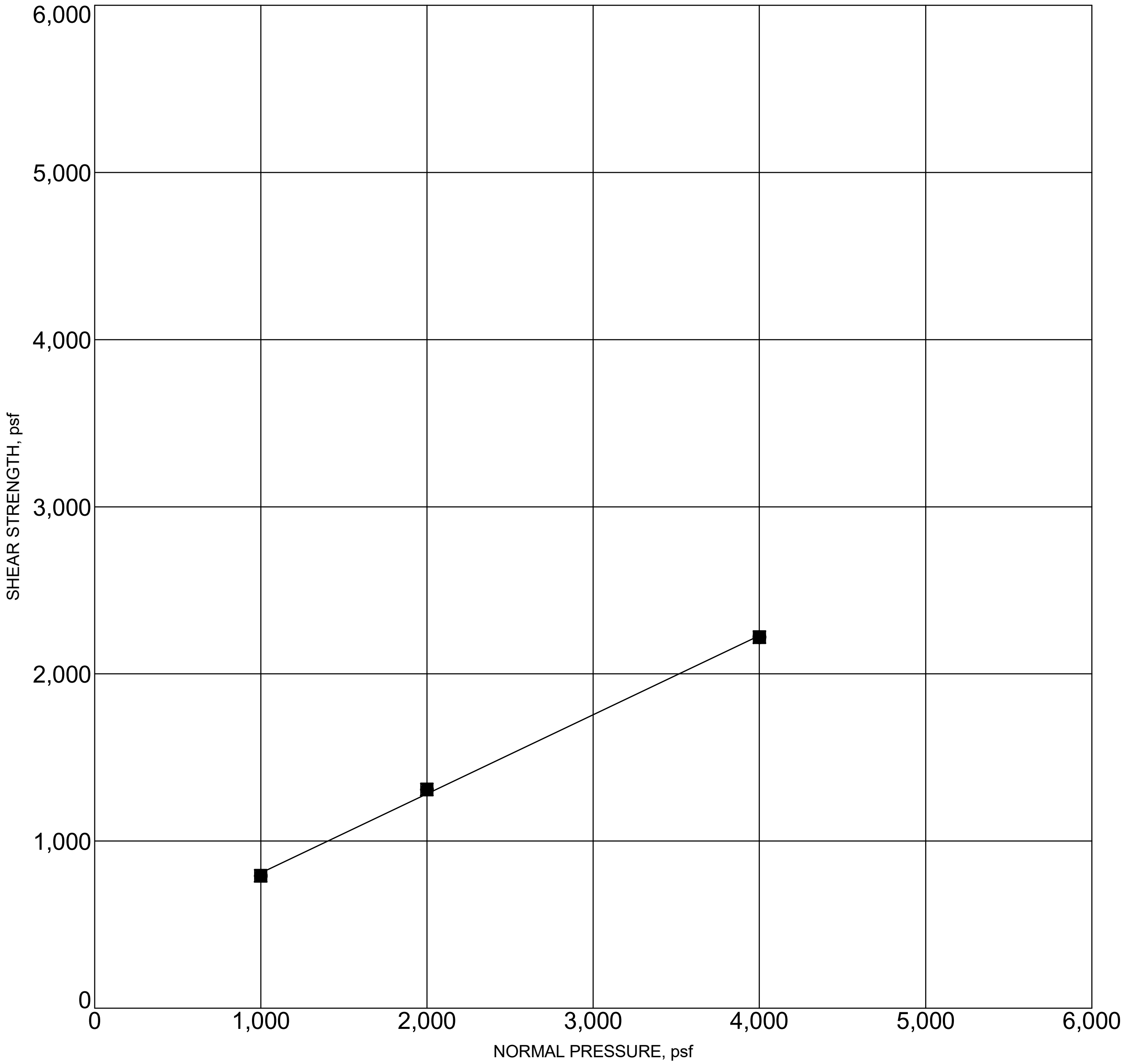
ATTERBERG LIMITS TEST RESULTS

FIGURE C-1



● **PEAK STRENGTH**
Friction Angle= 25 degrees
Cohesion= 336 psf

⧗ **ULTIMATE STRENGTH**
Friction Angle= 25 degrees
Cohesion= 336 psf

Sample Location		Classification	DD,pcf	MC,%
B-1	7.0	SILTY SAND (SM)	89	8.2

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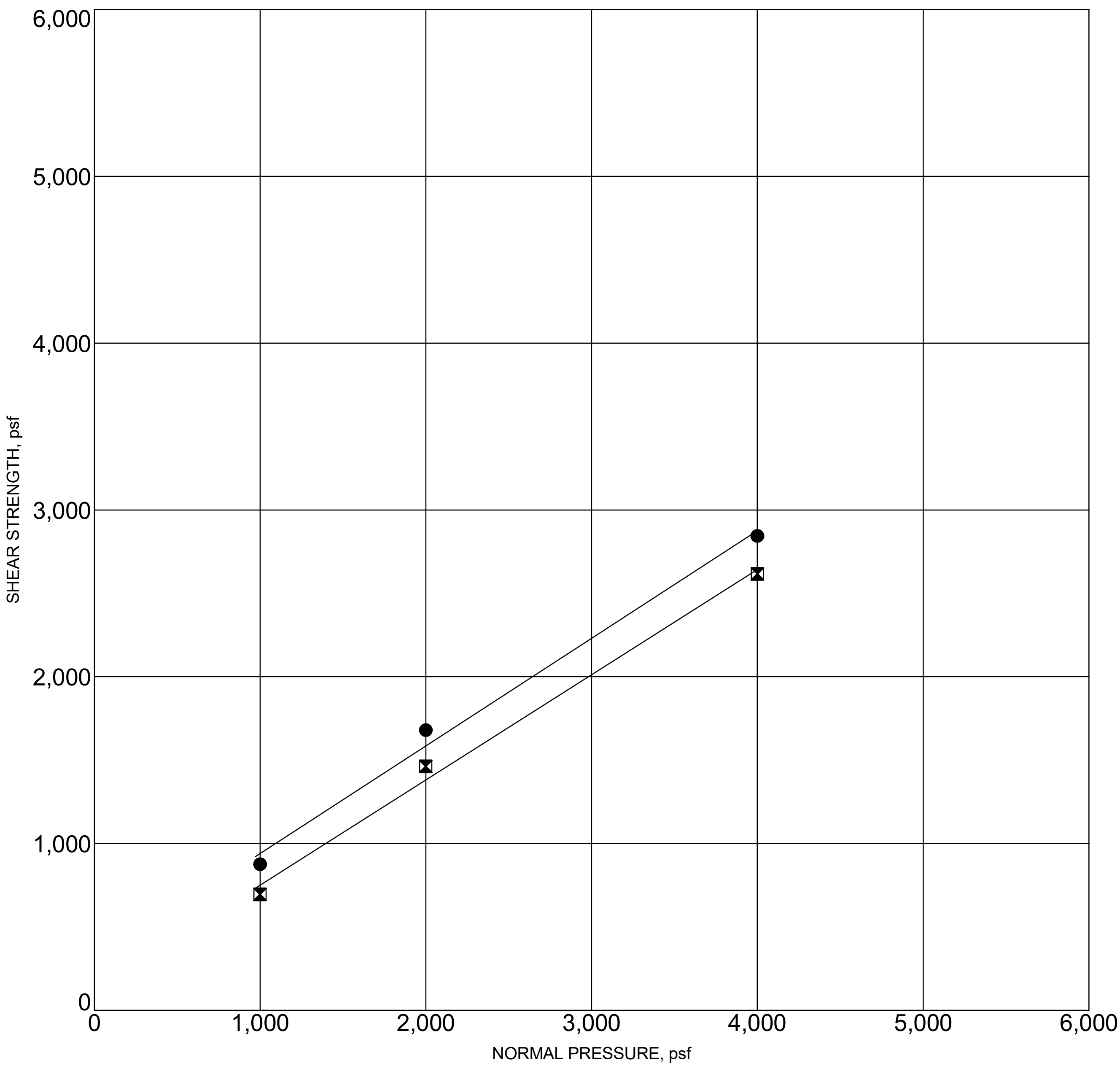
DIRECT SHEAR TEST RESULTS

FIGURE C-2



● **PEAK STRENGTH**
Friction Angle= 33 degrees
Cohesion= 294 psf

⧗ **ULTIMATE STRENGTH**
Friction Angle= 32 degrees
Cohesion= 119 psf

Sample Location		Classification	DD,pcf	MC,%
B-1	13.0	SAND WITH SILT (SP-SM)	97	25.1

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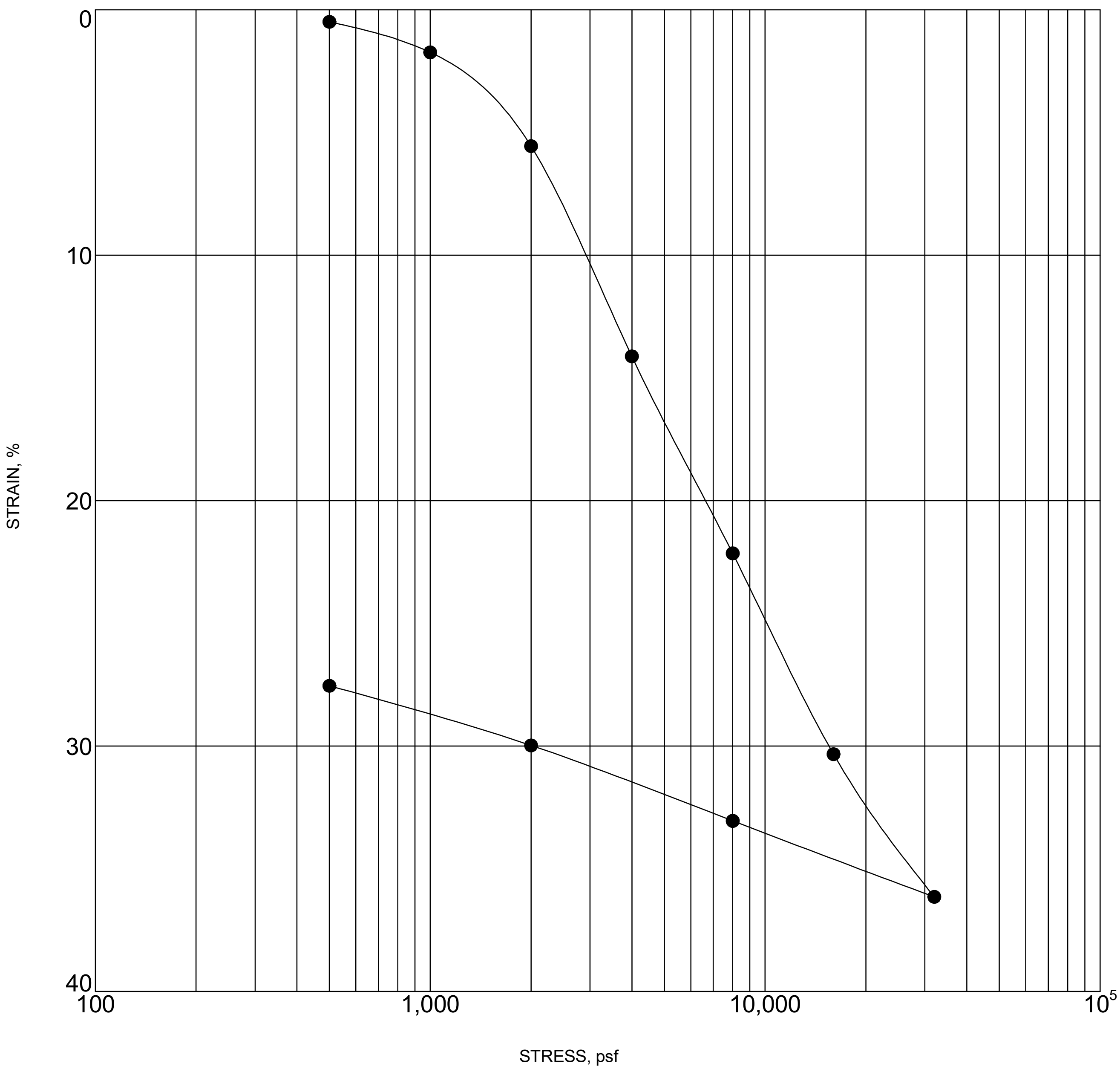
DIRECT SHEAR TEST RESULTS

FIGURE C-3



Sample inundated at 4000 psf

	Sample Location		Classification	DD,pcf	MC,%
●	B-1	11.0	CLAY (CH)	58	70.4

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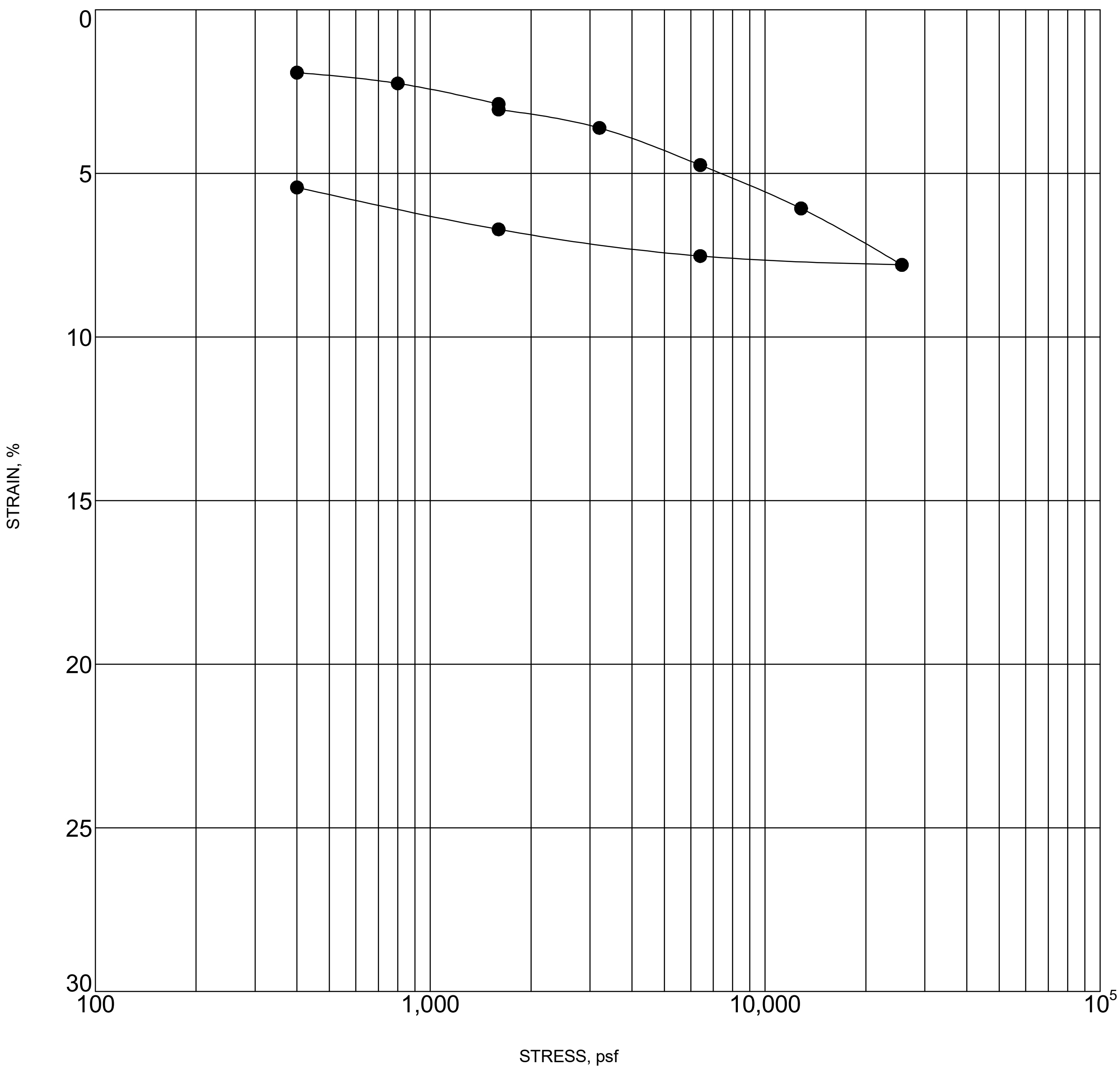
CONSOLIDATION TEST RESULTS

FIGURE C-4



Sample inundated at 1600 psf

	Sample Location		Classification	DD,pcf	MC,%
●	B-1	23.0	SANDY CLAY (CL)		

PROJECT: STAY OPEN SAN DIEGO PROJECT NO.: 2956.I

GPI

CONSOLIDATION TEST RESULTS

FIGURE C-4

Table 1 - Laboratory Tests on Soil Samples

Geotechnical Professionals, Inc.
Stay Open
Your #2956.I , HDR Lab #19-0546LAB
23-Aug-19

Sample ID

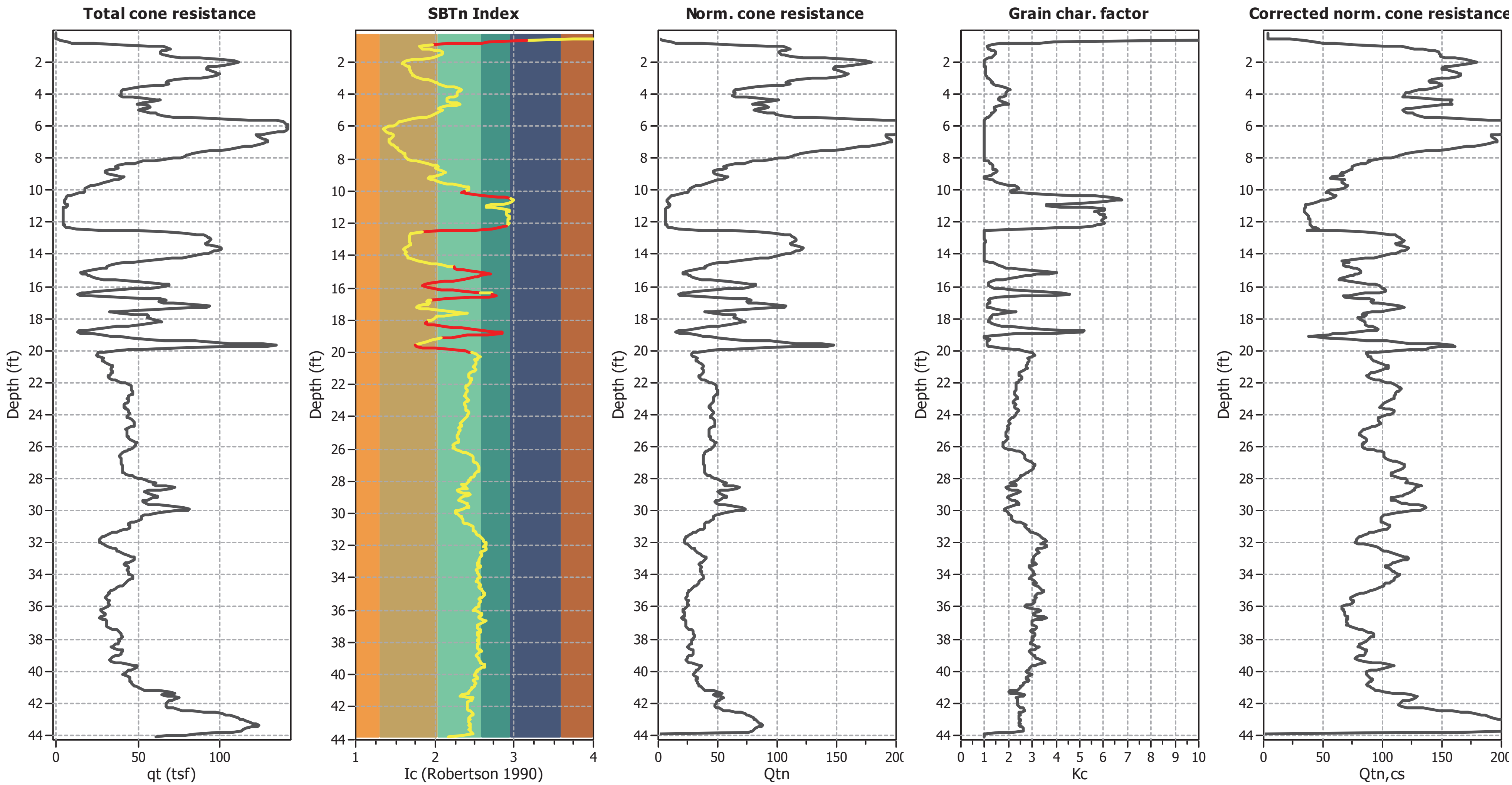
			B-1 @ 0-4'
Resistivity		**Units**	
as-received		ohm-cm	14,400
saturated		ohm-cm	3,640
pH			8.2
Electrical Conductivity		mS/cm	0.12
Chemical Analyses			
Cations			
calcium	Ca^{2+}	mg/kg	30
magnesium	Mg^{2+}	mg/kg	11
sodium	Na^{1+}	mg/kg	123
potassium	K^{1+}	mg/kg	14
Anions			
carbonate	CO_3^{2-}	mg/kg	78
bicarbonate	HCO_3^{1-}	mg/kg	92
fluoride	F^{1-}	mg/kg	5.6
chloride	Cl^{1-}	mg/kg	4.0
sulfate	SO_4^{2-}	mg/kg	65
phosphate	PO_4^{3-}	mg/kg	ND
Other Tests			
ammonium	NH_4^{1+}	mg/kg	ND
nitrate	NO_3^{1-}	mg/kg	4.4
sulfide	S^{2-}	qual	na
Redox		mV	na

Resistivity per ASTM G187, Cations per ASTM D6919, Anions per ASTM D4327, and Alkalinity per APHA 2320-B.
Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.
mg/kg = milligrams per kilogram (parts per million) of dry soil.
Redox = oxidation-reduction potential in millivolts
ND = not detected
na = not analyzed

431 West Baseline Road · Claremont, CA 91711
Phone: 909.962.5485 · Fax: 909.626.3316

APPENDIX D

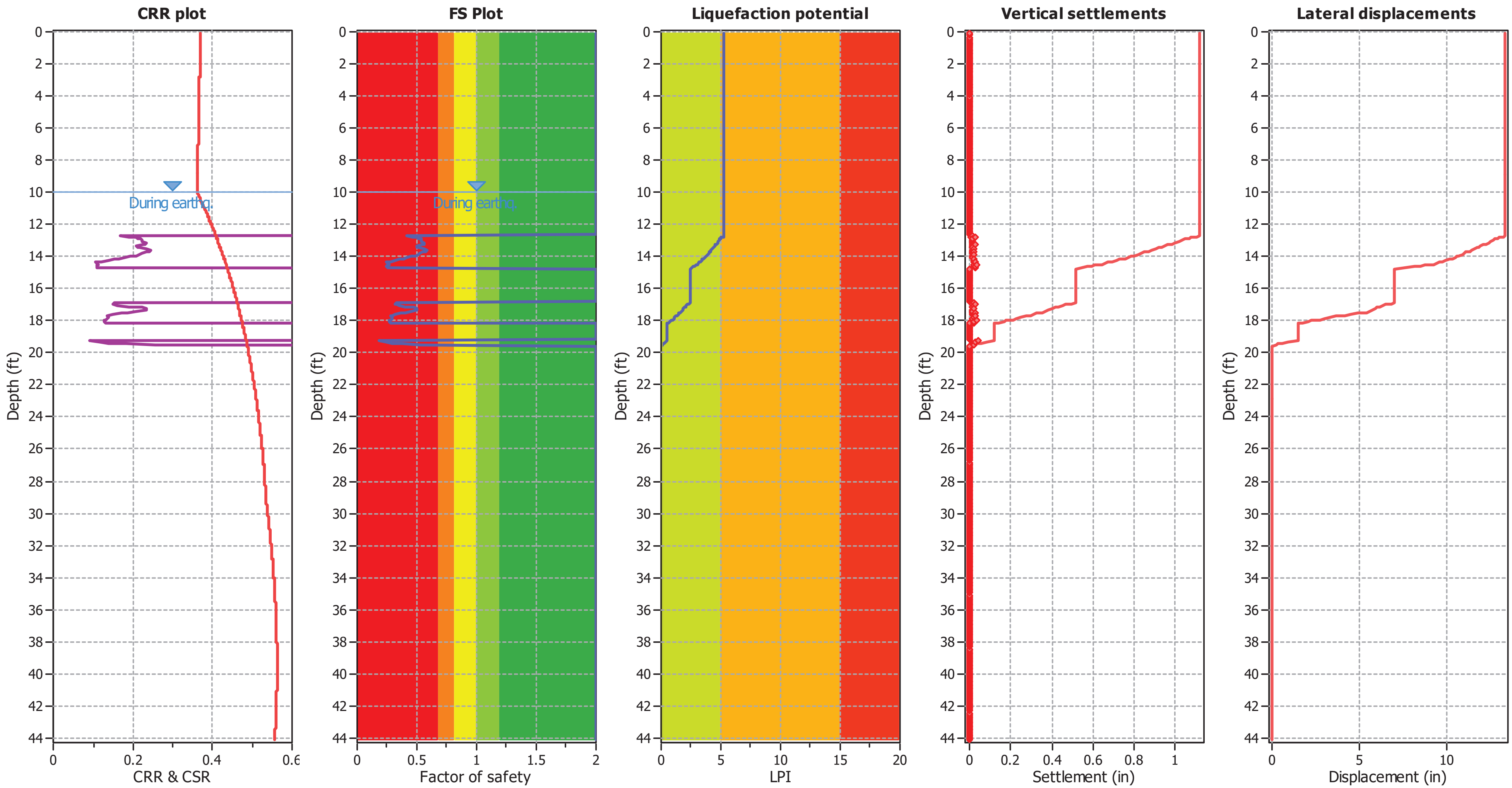
Liquefaction analysis overall plots (intermediate results)



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
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Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

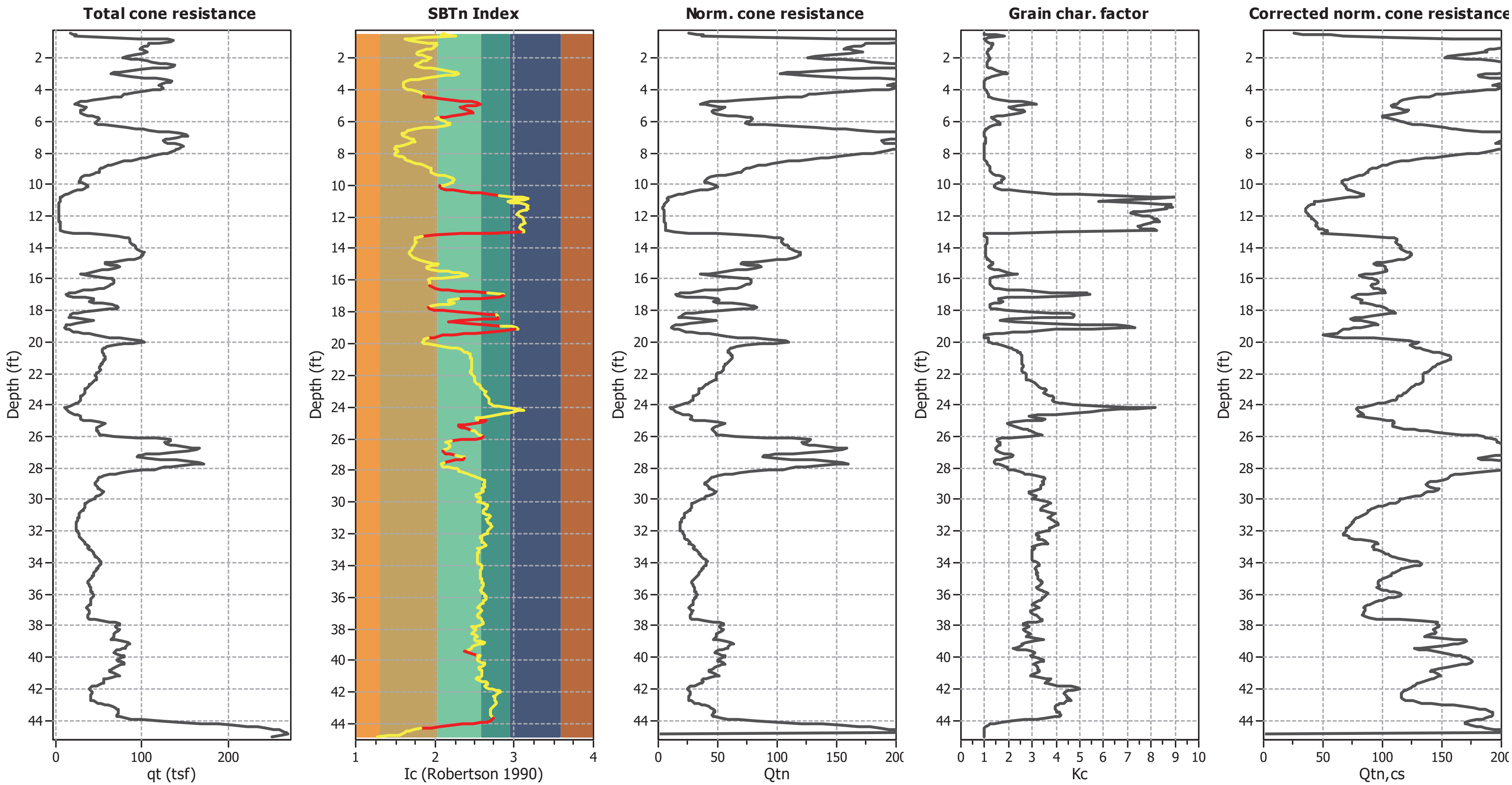
F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

Liquefaction analysis overall plots (intermediate results)



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Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
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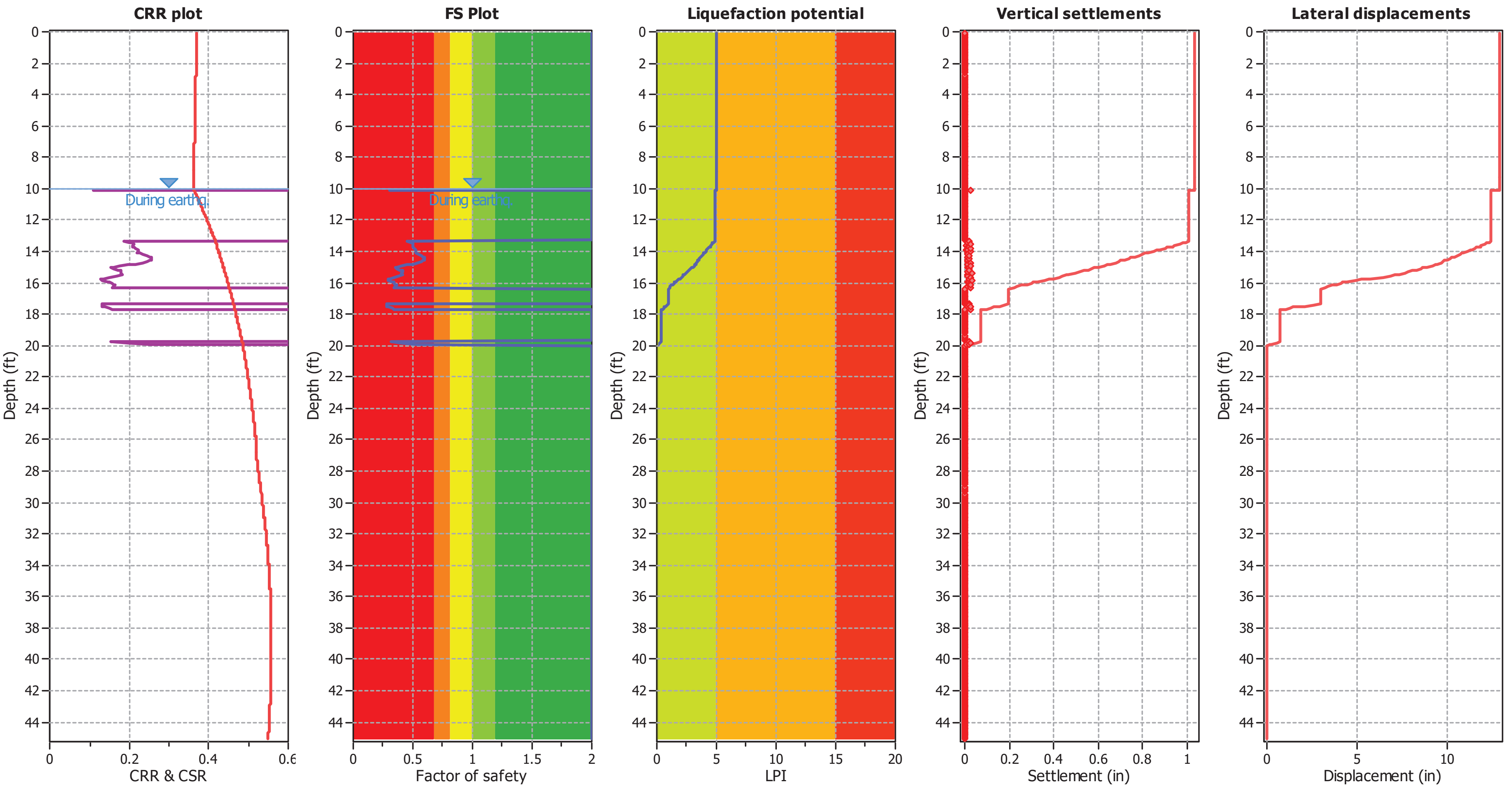
Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
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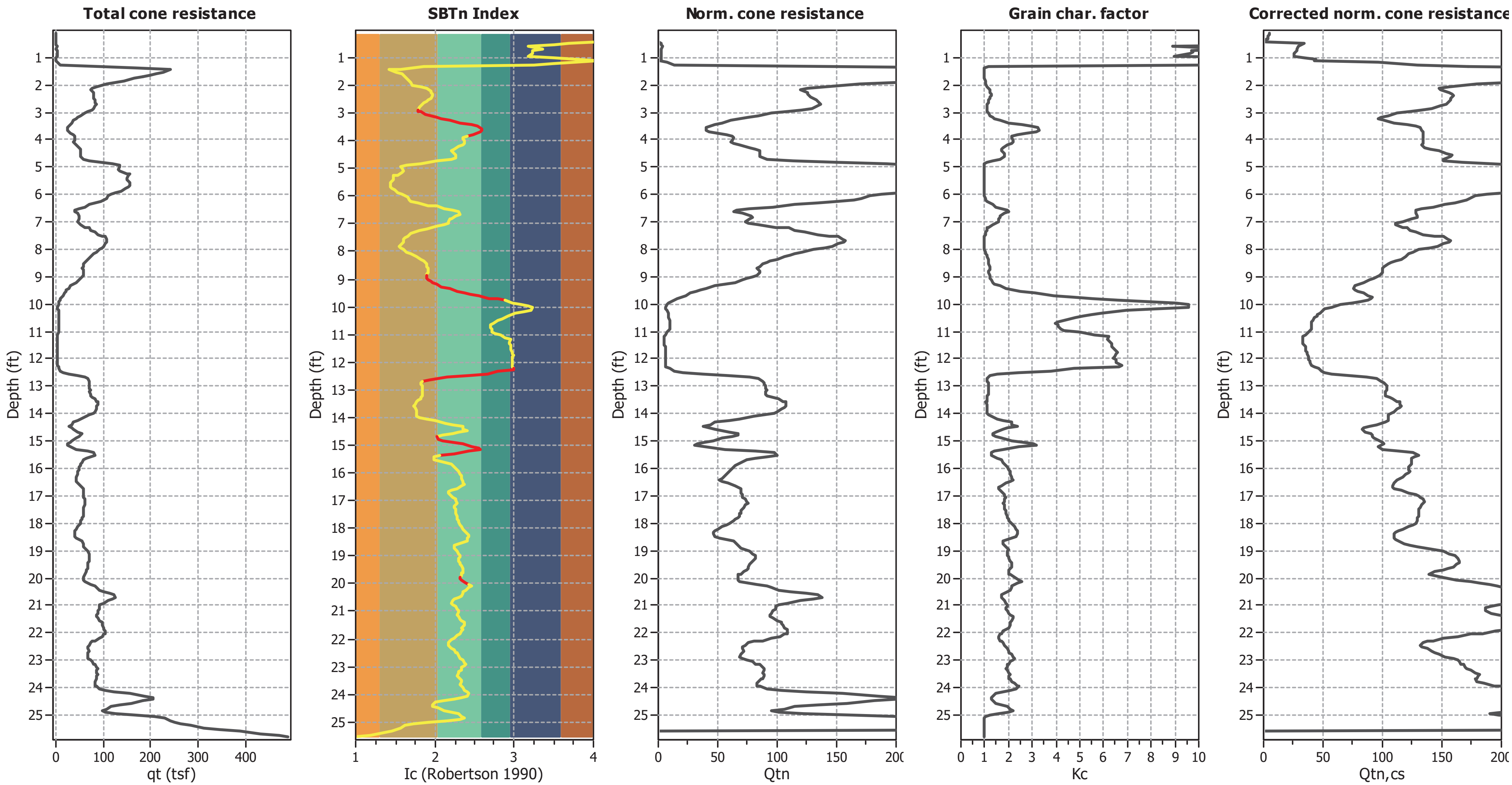
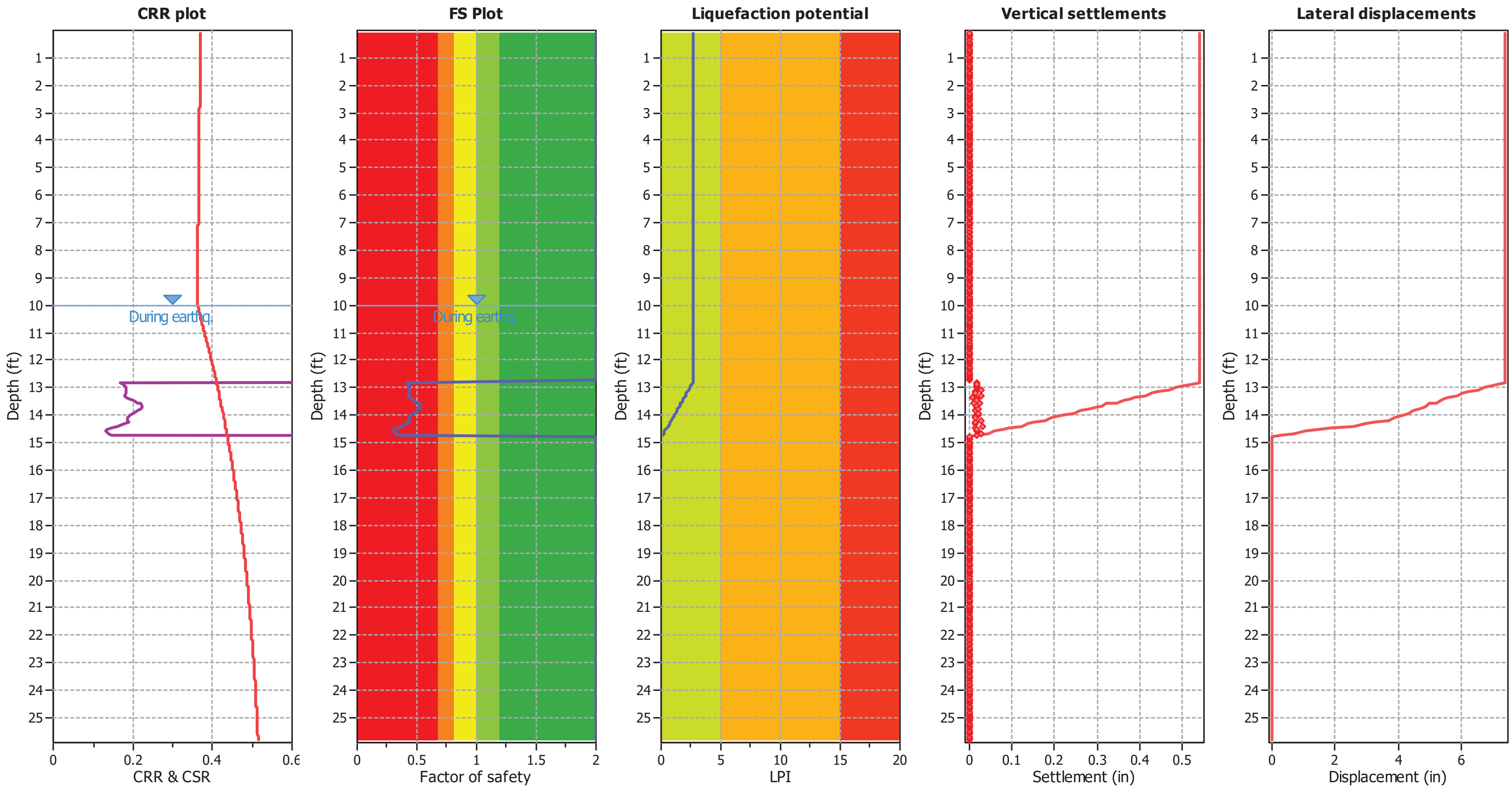
Liquefaction analysis overall plots (intermediate results)



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	15.00 ft

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
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LPI color scheme

- Very high risk
- High risk
- Low risk

Appendix F

Noise Supporting Documentation

Construction of Building A in Phase 1

Stay Open SD

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold	50	83.6
Multi-Use Residential	700	60.7

Equipment	Reference Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Backhoe	80	0.4
Auger Drill Rig	85	0.2
Dozer	85	0.4

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Backhoe	76.0
Auger Drill Rig	78.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Micropile Driver

https://www.cpuc.ca.gov/environment/info/esa/artesian/pdf/DR3_Response_attachments/Attachment_IDR03_Q5_MicropileConstructionandEquipment.pdf

Micropile construction will require the temporary use of noise-generating equipment. Typical noise levels from the equipment is provided in Table 1: Typical Construction Sound Levels, with a reference distance of 50 feet.

Table 1: Typical Construction Sound Levels – Micropile Construction

Equipment[1]	Max Noise at 50 Feet (dBA)
Air Compressor	80
Crane	81
Drill Rig/Truck-mounted augur	85
Truck (Dump Truck, Flatbed Truck)	84
Portable Generator	73

Notes

1 Noise levels listed are for typical equipment used during micropile construction activities, and not all potential equipment used for the Proposed Project is listed herein. The equipment used is considered to be representative of the equipment that would be used during micropile construction for the Proposed Project.

Source: Federal Highway Administration 2006

FHWA 2006: http://www.gsweventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf

Fleet Mix for Traffic Noise Modeling

Region: San Diego County

Default Fleet Mix in CalEEMod2016, Version 3.2

Vehicle Class in CalEEMod	Description in EMFAC	Default Fleet Mix in CalEEMod for San Diego County (%)	Categorization for Traffic Noise Modeling
LDA	Passenger Cars	0.593936	Auto
LDT1	Light-Duty Trucks (GVWR <6000 lb. and ETW <= 3750 lb)	0.041843	Auto
LDT2	Light-Duty Trucks (GVWR <6000 lb. and ETW 3751-5750 lb)	0.182569	Auto
MDV	Medium-Duty Trucks (GVWR 6000-8500 lb)	0.108325	Medium
LHD1	Light-Heavy-Duty Trucks (GVWR 8501-10000 lb)	0.016436	Medium
LHD2	Light-Heavy-Duty Trucks (GVWR 10001-14000 lb)	0.005513	Medium
MHD	Medium-Heavy Duty Truck with GVWR>26000 lb	0.01594	Medium
HHD	Heavy-Heavy Duty Trucks	0.023523	Heavy
OBUS	Other Buses	0.001912	Heavy
UBUS	Urban Buses	0.001972	Medium
MCY	Motorcycles	0.00609	Auto
SBUS	School Buses	0.000748	Medium
MH	Motor Homes	0.001193	Medium
Total	NA	1.000	NA
Source:	https://ww3.arb.ca.gov/msei/vehicle-categories.xlsx	CalEEMod Version 2016.3.2	

Sources/Notes:

1 California Air Pollution Control Officers Association. 2016. California Emission Estimator Model Version 2016.3.2. Available: http://www.caleemod.com/.

2 California Air Resources Board. 2016. EMFAC Vehicle Categories. Available: https://ww3.arb.ca.gov/msei/vehicle-categories.xlsx. Accessed December 16, 2020.

Summary Fleet Mix to Use in Traffic Noise Model

	Auto	Medium	Heavy	crosscheck
Percentage	82.44%	15.01%	2.54%	100.00%
units	%	%	%	%
source	calculation	calculation	calculation	calculation

Traffic Noise Spreadsheet Calculator

Project: San Diego Stay Open Hotel

Noise Level Descriptor: CNEL
Site Conditions: Soft
Traffic Input: ADT
Traffic K-Factor:

	Segment Description and Location			Input											Output				
						Distance to Directional Centerline, (feet)[4]		Traffic Distribution Characteristics							CNEL,	Distance to Contour, (feet)[3]			
Number	Name	From	To	ADT	Speed (mph)	Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night		(dBA)[5,6,7]	70 dBA	65 dBA	60 dBA	55 dBA
1	I-5	Laurel St	Sassafras St	208,000	65	463	535	82.44%	15.01%	2.54%	80.0%	15.0%	5.0%		70.9	574	1236	2663	5738
2	Pacific Highway	Laurel St	Sassafras St	23,000	55	180	219	82.44%	15.01%	2.54%	80.0%	15.0%	5.0%		65.4	98	211	455	981

Distance Propagation Calculations for Stationary Sources of Ground Vibration

Stay Open SD

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.

— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)
Bulldozer	87	@	25	43.6	@	700

FTA (2018) Table 7-4 Vibration Source Levels for Construction Equipment

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (PPV)	@	distance (ft)	vibration level (PPV)	@	distance (ft)
Impact pile driver (typical)	0.644	@	25	0.197	@	55

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Washington, D.C. Accessed: December 20, 2020. Page Available:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Attenuation Calculations for Stationary Noise Sources

Stay Open SD

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
Outdoor event noise Leq	75.0	@	50	hard	8	5	0.00	52.1	@	700
Outdoor event noise Lmax	80.0	@	50	hard	8	5	0.00	57.1	@	700
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-

Additional Attenuation provided by hotel bulding and/or intervening railroad berm, which is approximately 10 feet above grade: 5–15 dB

Appendix G

Transportation Impact Study

Transportation Impact Study

Vehicle Miles Traveled – SB 743 Analysis

STAY OPEN San Diego Project

Final Report

Prepared for:

San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Prepared by:

CHEN RYAN

3900 5th Avenue, Suite 310
San Diego, CA 92103

March 2021

Table of Contents

List of Figures

List of Tables

1.0 Introduction

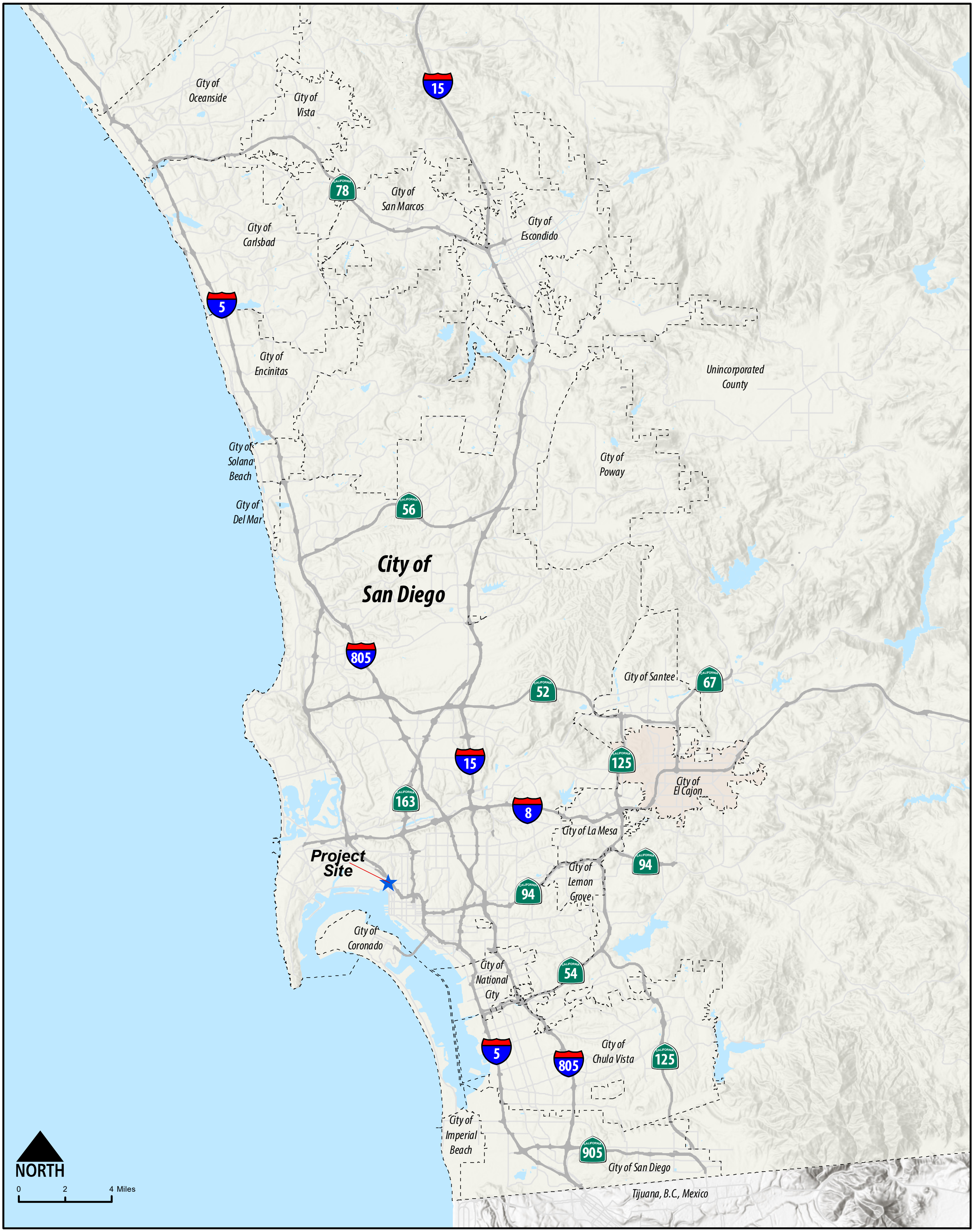
The purpose of this Transportation Impact Study (TIS) is to identify and document any significant transportation related impacts associated with the development of the proposed STAY OPEN San Diego Project (Proposed Project), and to recommend mitigation measures for identified impacts, as necessary.

1.1 Project Description

The proposed STAY OPEN San Diego Project encompasses the adaptive reuse of the vacant space and rooftop of the existing San Diego Unified Port District Annex Building (Annex Building) and partial use of the adjoining parking lot (Lot 3), located at 3125 Pacific Highway. A second story would be added to the Annex Building and the roof would be extended on the west and south sides of the building to increase the Proposed Project area. The Proposed Project area includes up to approximately 31,000 square feet of building area, of which about half is from the existing Annex Building and will also include up to 49,000 square feet of parking lot area.

The project applicant, STAY OPEN, will redevelop the project site with a STAY OPEN branded shared accommodations hotel, lobby bar and café, and rooftop restaurant / bar, which will be open to the public during business hours. On-site parking will be provided for both hotel and retail guests as well as overnight parking for campervan guests. The indoor and outdoor restaurant areas will be available for private parties and other special events featuring music.

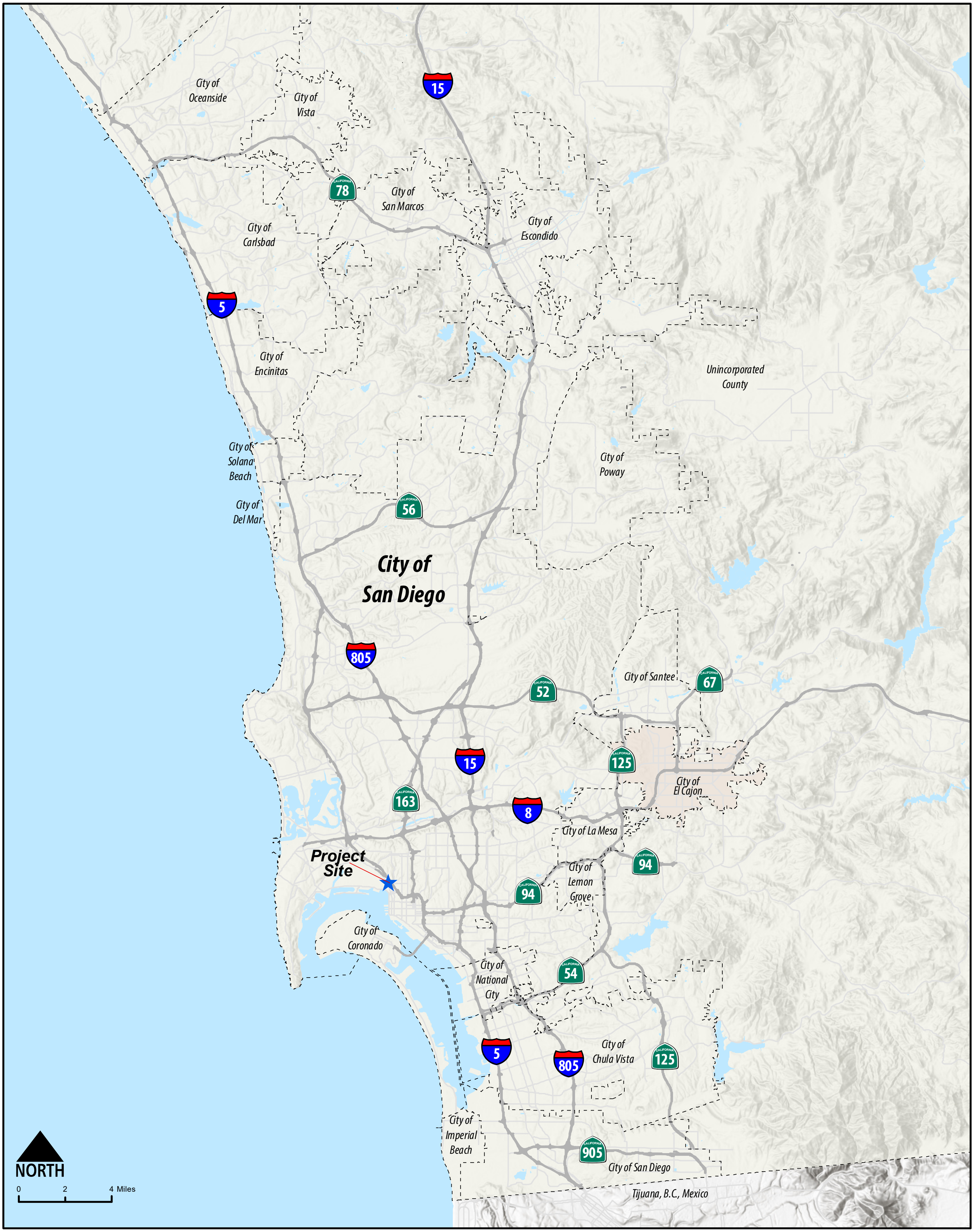
The regional location of the proposed project is displayed in **Figure 1.1**. **Figure 1.2** displays the location of each of project components.



Stay Open San Diego Hotel

Figure 1.1
Project within the Region

CHEN RYAN



Stay Open San Diego Hotel

Figure 1.1
Project within the Region

CHEN RYAN

1.2 Project Trip Generation

The Proposed Project is located approximately ½ mile away from Downtown San Diego. However, the presence of the Middletown Trolley Station, proximity to the airport, as well as connectivity of pedestrian facilities (sidewalks) to the Downtown pedestrian network, make the surroundings of the project have characteristics similar to Downtown or "Centre City". Therefore, trip generation rates found in Table 1: Trip Generation Rate Summary from the City of San Diego Land Development Code - Trip Generation Manual, May 2003 were not utilized as these rates are more appropriate for areas with lower population density and limited access to mass transit (trolley). Rather, trip generation rates were developed utilizing Table 5: Centre City Cumulative Trip Generation Rates from the City of San Diego Land Development Code - Trip Generation Manual, May 2003. **Table 1.1** displays daily, as well as AM and PM Peak hour trip generations for the Proposed Project.

Table 1.1 STAY OPEN Project Trip Generation

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
POD Rooms	226 beds	1/Bed[1]	226	6%	14	(6:4)	8	6	8%	18	(6:4)	11	7
Hotel	17 rooms	9/Room	153	6%	9	(6:4)	5	4	8%	12	(6:4)	7	5
Restaurant (High turnover)	16,871 SF	27/1,000 SF	456	8%	36	(5:5)	18	18	8%	36	(6:4)	22	14
		Total	**835**	-	**59**	-	**31**	**28**	-	**66**	-	**40**	**26**

Notes:
SF = Square feet
ADT = Average Daily Traffic
[1] POD Rooms trip generation rate was based on the rate provided in the Fort Ord Youth Hostel Initial Study, July 17, 2015.

As shown in Table 1.1, the Proposed Project is anticipated to generate a total of 835 daily trips, including 59 (31-in / 28-out) trips during the AM peak hour and 66 trips (40-in / 26-out) during the PM peak hour.

1.3 Project Setting

Access to the Proposed Project from the regional transportation network will be provided via Interstate 5 Kettner Boulevard, and Pacific Highway. These roadways will either provide a direct connection to Proposed Project, via project driveways or will provide a critical link between the Proposed Project and the regional transportation network. Descriptions of these transportation network facilities are described below:

Kettner Boulevard – Near the project site, Kettner Boulevard is a one way three-lane roadway. Parking lots and car rental businesses generally front the roadway. The posted speed limit near the project site is 40 MPH. Within the study area, parking is generally permitted on the west side of the roadway. Pedestrian facilities (sidewalks) are present on both sides of the roadway. Bicycle facilities are not present on either side of the roadway.

Pacific Highway – Adjacent to the project site, Pacific Highway is primarily a six-lane roadway with a raised median. North of the project site, Pacific Highway is fronted by parking lots and the San Diego International Airport Rental Car Center. South of the project site, Pacific Highway is fronted by the San Diego Air & Space Technology Center, as well as some parking lots and undeveloped parcels. Posted speed limit near the project site is 35 MPH. Within the study area, parking is prohibited on both sides of the roadway. Pedestrian facilities (sidewalks) and Class II bicycle facilities are present along the corridor.

The Middletown Trolley Station located at Palm Street is located approximately 900 feet southeast from the project site. It serves as a stop for the Green Line Trolley.
Interstate 5 (I-5) is a north-south freeway that traverses the United States from the Mexican to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the major metropolitan areas of San Diego, Los Angeles, Sacramento and the eastern portion of the San Francisco Bay Area. I-5 bisects the study area and can be accessed via the Washington Street and I-5 interchange to the north of the project site.

1.4 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

2.0 Analysis Methodology – This chapter describes the methodologies and standards utilized to analyze and identify the transportation related impacts associated with the Proposed Project.

3.0 Transportation Related Impacts and Mitigation – This chapter derives and analyzes the projected Vehicle Miles Traveled (VMT) that will be generated by the Proposed Project. This chapter also identifies if the Proposed Project's VMT would create a significant project related impact, as it relates to the standards outlined in the California Environmental Quality Act (CEQA). Finally, the chapter provides recommendations for mitigation measures to reduce the identified transportation related impacts to less than significant levels and evaluates the feasibility of the proposed mitigation measures.

2.0 Analysis Methodology and Threshold

This TIS was conducted in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines.

2.1 Background (SB-743)

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that is expected to fundamentally change the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes will include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

On December 2018, the Resources Agency certified and adopted the CEQA Guidelines update package, which included the California Natural Resources Agency Guidelines for the Implementation of the California Environmental Quality Act. As a result, the California Governor's Office of Planning and Research (OPR) updated and released the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. According to the updated guidelines, lead agencies will have until July 1, 2020 to comply with the updated CEQA revision.

2.2 Analysis Guidelines and Significance Thresholds

In response to the implementation of SB-743, the District is anticipated to utilize the standards and thresholds recommended by OPR in the Technical Advisory to determine transportation related impacts.

Detailed descriptions of the VMT methodology is provided **Appendix A.**

2.3 Analysis Methodology - CEQA

The following section describes the analysis methods outlined in the OPR Technical Advisory (December 2018) which transportation related impacts are analyzed and identified.

Analysis Metrics

OPR's technical advisory suggests that lead agencies may screen out VMT using project size, maps, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study, and these thresholds are identified below:

- Small Project – Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Map-Based Screening for Residential and Office Projects – Residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

- Presumption of Less Than Significant Impact Near Transit Stations – Certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT.
- Presumption of Less Than Significant Impact for Affordable Residential Development – Adding affordable housing to infill locations generally improves jobs-housing match in turn shortening commutes and reducing VMT. Further, low-wage workers in particular would be more likely to choose a residential location close to their workplace if one is available. In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

3.0 Transportation Impact & Mitigation

This chapter derives and analyzes the projected VMT that will be generated by the Proposed Project. This chapter also identifies if the Proposed Project's VMT would create significant project related impact, as it relates to the standards outlined in the California Environmental Quality Act (CEQA) and the OPR Technical Advisory. Finally, the chapter provides recommendations for mitigation measures that may reduce the Proposed Project's impacts to less than significant levels and evaluates the feasibility of the proposed mitigation measures.

3.1 VMT Impact Analysis

As noted in Section E.1 of the OPR Technical Advisory, projects located within ½ mile of an existing major transit stop (rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. Based upon the screening criteria identified in Section 2.3, the Proposed Project falls under the "Presumption of Less Than Significant Impact Near-Transit Stations" since it is located within ½ mile from the Middletown Trolley Station (rail transit station). Therefore, as recommended in the OPR Technical Advisory, the proposed project may be assumed to cause a **less-than-significant transportation impact.**

See **Appendix B** for Middletown Trolley Station timetable.

3.2 Construction Analysis

Construction workers VMT is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. It is important to note that construction traffic is temporary and not expected to significantly increase VMT in the region. This redistribution is considered to be nominal and momentary. Consequently, it is assumed that the transportation impacts would be less than significant during the construction of the Proposed Project.

APPENDIX A – VMT Analysis Methodology

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA

December 2018

Contents

A. Introduction

This technical advisory is one in a series of advisories provided by the Governor's Office of Planning and Research (OPR) as a service to professional planners, land use officials, and CEQA practitioners. OPR issues technical assistance on issues that broadly affect the practice of land use planning and the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). (Gov. Code, § 65040, subds. (g), (l), (m).) The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in preparing environmental documents subject to CEQA. This document should not be construed as legal advice.

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. As one appellate court recently explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy . . . ." (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

This advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Again, OPR provides this Technical Advisory as a resource for the public to use at their discretion. OPR is not enforcing or attempting to enforce any part of the recommendations contained herein. (Gov. Code, § 65035 ["It is not the intent of the Legislature to vest in the Office of Planning and Research any direct operating or regulatory powers over land use, public works, or other state, regional, or local projects or programs."].)

This December 2018 technical advisory is an update to the advisory it published in April 2018. OPR will continue to monitor implementation of these new provisions and may update or supplement this advisory in response to new information and advancements in modeling and methods.

B. Background

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel. The California Air Resources Board (CARB) has provided a path forward for achieving these emissions reductions from the transportation sector in its 2016 Mobile Source Strategy. CARB determined that it will not be possible to achieve the State's 2030 and post-2030 emissions goals without reducing VMT growth. Further, in its 2018 Progress Report on California's Sustainable Communities and Climate Protection Act, CARB found that despite the State meeting its 2020 climate goals, "emissions from statewide passenger vehicle travel per capita [have been] increasing and going in the wrong direction," and "California cannot meet its [long-term] climate goals without curbing growth in single-occupancy vehicle activity."[1] CARB also found that "[w]ith emissions from the transportation sector continuing to rise despite increases in fuel efficiency and decreases in the carbon content of fuel, California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond without significant changes to how communities and transportation systems are planned, funded, and built."[2]

Thus, to achieve the State's long-term climate goals, California needs to reduce per capita VMT. This can occur under CEQA through VMT mitigation. Half of California's GHG emissions come from the transportation sector[3], therefore, reducing VMT is an effective climate strategy, which can also result in co-benefits.[4] Furthermore, without early VMT mitigation, the state may follow a path that meets GHG targets in the early years, but finds itself poorly positioned to meet more stringent targets later. For example, in absence of VMT analysis and mitigation in CEQA, lead agencies might rely upon verifiable offsets for GHG mitigation, ignoring the longer-term climate change impacts resulting from land use development and infrastructure investment decisions. As stated in CARB's 2017 Scoping Plan:

> "California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation of agricultural and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project level through implementing energy-efficient construction and travel demand management approaches."[5] (*Id.* at p. 102.)

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[1] California Air Resources Board (Nov. 2018) *2018 Progress Report on California's Sustainable Communities and Climate Protection Act*, pp. 4, 5, available at https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf.
[2] *Id.*, p. 28.
[3] See https://ca50million.ca.gov/transportation/
[4] Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*.
[5] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 102, available at https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

In light of this, the 2017 Scoping Plan describes and quantifies VMT reductions needed to achieve our long-term GHG emissions reduction goals, and specifically points to the need for statewide deployment of the VMT metric in CEQA:

> "Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting sustainable community strategies developed under SB 375."[6]

VMT and Other Impacts to Health and Environment. VMT mitigation also creates substantial benefits (sometimes characterized as "co-benefits" to GHG reduction) in both in the near-term and the long-term. Beyond GHG emissions, increases in VMT also impact human health and the natural environment. Human health is impacted as increases in vehicle travel lead to more vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affect other road users, including pedestrians, cyclists, other motorists, and many transit users. The natural environment is impacted as higher VMT leads to more collisions with wildlife and fragments habitat. Additionally, development that leads to more vehicle travel also tends to consume more energy, water, and open space (including farmland and sensitive habitat). This increase in impermeable surfaces raises the flood risk and pollutant transport into waterways.[7]

VMT and Economic Growth. While it was previously believed that VMT growth was a necessary component of economic growth, data from the past two decades shows that economic growth is possible without a concomitant increase in VMT. (Figure 1.) Recent research shows that requiring development projects to mitigate LOS may actually reduce accessibility to destinations and impede economic growth.[8,9]

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[6] *Id.* at p. 76.

[7] Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*, available at https://ncst.ucdavis.edu/wp-content/uploads/2017/03/NCST-VMT-Co-Benefits-White-Paper_Fang_March-2017.pdf.

[8] Haynes et al. (Sept. 2015) *Congested Development: A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf.

[9] Osman et al. (Mar. 2016) *Not So Fast: A Study of Traffic Delays, Access, and Economic Activity in the San Francisco Bay Area*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2016/08/Taylor-Not-so-Fast-04-01-2016_final.pdf.

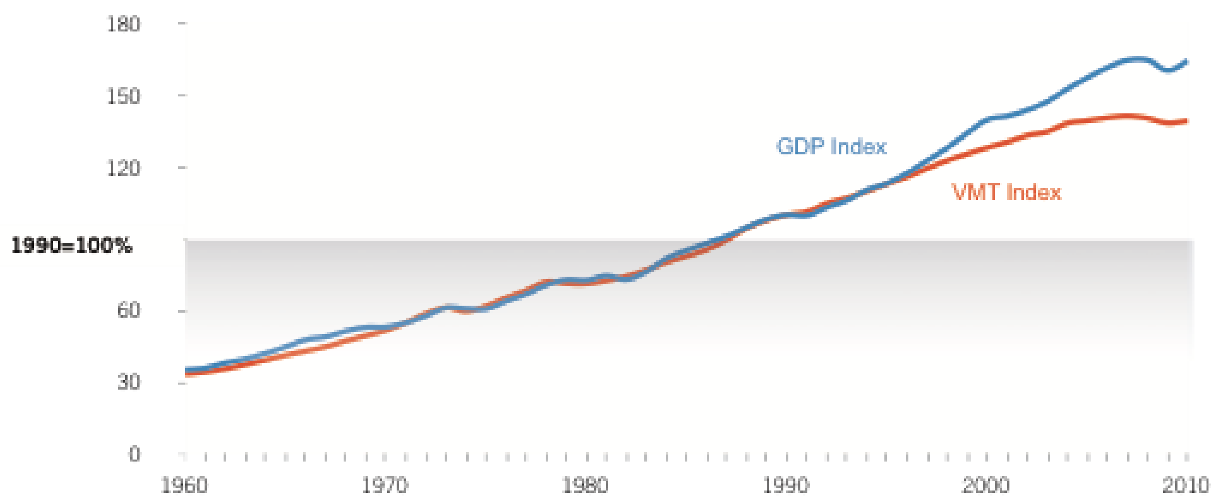

Figure 1. Kooshian and Winkelman (2011) *VMT and Gross Domestic Product (GDP), 1960-2010*.

C. Technical Considerations in Assessing Vehicle Miles Traveled

Many practitioners are familiar with accounting for VMT in connection with long-range planning, or as part of the CEQA analysis of a project's greenhouse gas emissions or energy impacts. This document provides technical information on how to assess VMT as part of a transportation impacts analysis under CEQA. Appendix 1 provides a description of which VMT to count and options on how to count it. Appendix 2 provides information on induced travel resulting from roadway capacity projects, including the mechanisms giving rise to induced travel, the research quantifying it, and information on additional approaches for assessing it.

1. Recommendations Regarding Methodology

Proposed Section 15064.3 explains that a "lead agency may use models to estimate a project's vehicle miles traveled . . . ." CEQA generally defers to lead agencies on the choice of methodology to analyze impacts. (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1546; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 409 ["the issue is not whether the studies are irrefutable or whether they could have been better" … rather, the "relevant issue is only whether the studies are sufficiently credible to be considered" as part of the lead agency's overall evaluation].) This section provides suggestions to lead agencies regarding methodologies to analyze VMT associated with a project.

Vehicle Types. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.

Residential and Office Projects. Tour- and trip-based approaches[10] offer the best methods for assessing VMT from residential/office projects and for comparing those assessments to VMT thresholds. These approaches also offer the most straightforward methods for assessing VMT reductions from mitigation measures for residential/office projects. When available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy.

Models and methodologies used to calculate thresholds, estimate project VMT, and estimate VMT reduction due to mitigation should be comparable. For example:

- A tour-based assessment of project VMT should be compared to a tour-based threshold, or a trip-based assessment to a trip-based VMT threshold.
- Where a travel demand model is used to determine thresholds, the same model should also be used to provide trip lengths as part of assessing project VMT.
- Where only trip-based estimates of VMT reduction from mitigation are available, a trip-based threshold should be used, and project VMT should be assessed in a trip-based manner.

When a trip-based method is used to analyze a residential project, the focus can be on home-based trips. Similarly, when a trip-based method is used to analyze an office project, the focus can be on home-based work trips.

When tour-based models are used to analyze an office project, either employee work tour VMT or VMT from all employee tours may be attributed to the project. This is because workplace location influences overall travel. For consistency, the significance threshold should be based on the same metric: either employee work tour VMT or VMT from all employee tours.

For office projects that feature a customer component, such as a government office that serves the public, a lead agency can analyze the customer VMT component of the project using the methodology for retail development (see below).

Retail Projects. Generally, lead agencies should analyze the effects of a retail project by assessing the change in total VMT[11] because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns.

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[10] See Appendix 1, *Considerations About Which VMT to Count,* for a description of these approaches.
[11] See Appendix 1, *Considerations About Which VMT to Count, "*Assessing Change in Total VMT" section, for a description of this approach.

Considerations for All Projects. Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. CEQA requires environmental analyses to reflect a "good faith effort at full disclosure." (CEQA Guidelines, § 15151.) Thus, where methodologies exist that can estimate the full extent of vehicle travel from a project, the lead agency should apply them to do so. Where those VMT effects will grow over time, analyses should consider both a project's short-term and long-term effects on VMT.

Combining land uses for VMT analysis is not recommended. Different land uses generate different amounts of VMT, so the outcome of such an analysis could depend more on the mix of uses than on their travel efficiency. As a result, it could be difficult or impossible for a lead agency to connect a significance threshold with an environmental policy objective (such as a target set by law), inhibiting the CEQA imperative of identifying a project's significant impacts and providing mitigation where feasible. Combining land uses for a VMT analysis could streamline certain mixes of uses in a manner disconnected from policy objectives or environmental outcomes. Instead, OPR recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold. Recommendations for methods of analysis and thresholds are provided below. In the analysis of each use, a mixed-use project should take credit for internal capture.

Any project that includes in its geographic bounds a portion of an existing or planned Transit Priority Area (i.e., the project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high quality transit corridor) may employ VMT as its primary metric of transportation impact for the entire project. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

D. General Principles to Guide Consideration of VMT

SB 743 directs OPR to establish specific "criteria for determining the significance of transportation impacts of projects[.]" (Pub. Resources Code, § 21099, subd. (b)(1).) In establishing this criterion, OPR was guided by the general principles contained within CEQA, the CEQA Guidelines, and applicable case law.

To assist in the determination of significance, many lead agencies rely on "thresholds of significance." The CEQA Guidelines define a "threshold of significance" to mean "an identifiable **quantitative, qualitative**[12] **or performance level** of a particular environmental effect, non-compliance with which means the effect will ***normally*** be determined to be significant by the agency and compliance with which means the effect ***normally*** will be determined to be less than significant." (CEQA Guidelines, § 15064.7, subd. (a) (emphasis added).) Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, "provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." (*Id*. at subd. (c); *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Substantial evidence means "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (*Id*. at § 15384 (emphasis added); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109.)

Additionally, the analysis leading to the determination of significance need not be perfect. The CEQA Guidelines describe the standard for adequacy of environmental analyses:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to **make a decision which intelligently takes account of environmental consequences**. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is **reasonably feasible**. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The **courts have looked not for perfection** but for **adequacy**, **completeness**, and a **good faith effort** at full disclosure.

(CEQA Guidelines, § 15151 (emphasis added).)

These general principles guide OPR's recommendations regarding thresholds of significance for VMT set forth below.

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[12] Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis.

E. Recommendations Regarding Significance Thresholds

As noted above, lead agencies have the discretion to set or apply their own thresholds of significance. (*Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 218-223 [lead agency had discretion to use compliance with AB 32's emissions goals as a significance threshold]; *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th at p. 1068.) However, Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. It further directed OPR to prepare and develop criteria for determining significance. (Pub. Resources Code, § 21099, subd. (b)(1).) This section provides OPR's suggested thresholds, as well as considerations for lead agencies that choose to adopt their own

The VMT metric can support the three statutory goals: "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, <u>*and*</u> a diversity of land uses." (Pub. Resources Code, § 21099, subd. (b)(1), emphasis added.) However, in order for it to promote and support all three, lead agencies should select a significance threshold that aligns with state law on all three. State law concerning the development of multimodal transportation networks and diversity of land uses requires planning for and prioritizing increases in complete streets and infill development, but does not mandate a particular depth of implementation that could translate into a particular threshold of significance. Meanwhile, the State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction needed to achieve those targets has been quantified. Tying VMT thresholds to GHG reduction also supports the two other statutory goals. Therefore, to ensure adequate analysis of transportation impacts, OPR recommends using quantitative VMT thresholds linked to GHG reduction targets when methods exist to do so.

Various legislative mandates and state policies establish quantitative greenhouse gas emissions reduction targets. For example:

- <u>Assembly Bill 32</u> (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.

- <u>Senate Bill 32</u> (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.

- Pursuant to <u>Senate Bill 375</u> (2008), the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations (MPOs) to achieve based on land use patterns and transportation systems specified in Regional Transportation Plans and Sustainable Community Strategies (RTP/SCS). Current targets for the State's largest MPOs call for a 19 percent reduction in GHG emissions from cars and light trucks from 2005 emissions levels by 2035.

- <u>Executive Order B-30-15</u> (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.

- Executive Order S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.

- Executive Order B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

- Executive Order B-55-18 (2018) established an additional statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and maintaining net negative emissions thereafter. It states, "The California Air Resources Board shall work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal."

- Senate Bill 391 requires the California Transportation Plan to support 80 percent reduction in GHGs below 1990 levels by 2050.

- The *California Air Resources Board Mobile Source Strategy* (2016) describes California's strategy for containing air pollutant emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

- The California Air Resources Board's *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* describes California's strategy for containing GHG emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

Considering these various targets, the California Supreme Court observed:

> Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan … assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians.

(*Center for Biological Diversity v. California Dept. of Fish & Wildlife*, *supra*, 62 Cal.4th at p. 220.) Indeed, the Court noted that when a lead agency uses consistency with climate goals as a way to determine significance, particularly for long-term projects, the lead agency must consider the project's effect on meeting long-term reduction goals. (*Ibid*.) And more recently, the Supreme Court stated that "CEQA requires public agencies . . . to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes." (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 504.)

Meeting the targets described above will require substantial reductions in existing VMT per capita to curb GHG emissions and other pollutants. But targets for overall GHG emissions reduction do not translate directly into VMT thresholds for individual projects for many reasons, including:

- Some, but not all, of the emissions reductions needed to achieve those targets could be accomplished by other measures, including increased vehicle efficiency and decreased fuel carbon content. The CARB's *First Update to the Climate Change Scoping Plan* explains:

"Achieving California's long-term criteria pollutant and GHG emissions goals will require four strategies to be employed: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) **plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.**"[13] CARB's *2018 Progress Report on California's Sustainable Communities and Climate Protection Act* states on page 28 that "California cannot meet its climate goals without curbing growth in single-occupancy vehicle activity." In other words, vehicle efficiency and better fuels are necessary, but insufficient, to address the GHG emissions from the transportation system. Land use patterns and transportation options also will need to change to support reductions in vehicle travel/VMT.

- New land use projects alone will not sufficiently reduce per-capita VMT to achieve those targets, nor are they expected to be the sole source of VMT reduction.

- Interactions between land use projects, and also between land use and transportation projects, existing and future, together affect VMT.

- Because location within the region is the most important determinant of VMT, in some cases, streamlining CEQA review of projects in travel efficient locations may be the most effective means of reducing VMT.

- When assessing climate impacts of some types of land use projects, use of an efficiency metric (e.g., per capita, per employee) may provide a better measure of impact than an absolute numeric threshold. (*Center for Biological Diversity*, *supra*.)

Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines, § 15064.7, subd. (c).) Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State's long-term climate goals, **OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold**.

Fifteen percent reductions in VMT are achievable at the project level in a variety of place types.[14]

Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the

[13] California Air Resources Board (May 2014) *First Update to the Climate Change Scoping Plan*, p. 46 (emphasis added).
[14] CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, p. 55, available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*[15], CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals.

CARB finds per capita vehicle travel would need to be kept below what today's policies and plans would achieve.

CARB's assessment is based on data in the 2017 Scoping Plan Update and 2016 Mobile Source Strategy. In those documents, CARB previously examined the relationship between VMT and the state's GHG emissions reduction targets. The Scoping Plan finds:

> "While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32. Through developing the Scoping Plan, CARB staff is more convinced than ever that, in addition to achieving GHG reductions from cleaner fuels and vehicles, California must also reduce VMT. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward needed reductions, but alone will not provide the VMT growth reductions needed; there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals."[16]

Note that, at present, consistency with RTP/SCSs does not necessarily lead to a less-than-significant VMT impact.[17] As the Final 2017 Scoping Plan Update states,

> VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals."[18]

[15] California Air Resources Board (Jan. 2019) *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, available at https://ww2.arb.ca.gov/resources/documents/carb-2017-scoping-plan-identified-vmt-reductions-and-relationship-state-climate.
[16] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 101.
[17] California Air Resources Board (Feb. 2018) *Updated Final Staff Report: Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets*, Figure 3, p. 35, available at https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf.
[18] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 75.

Also, in order to capture the full effects of induced travel resulting from roadway capacity projects, an RTP/SCS would need to include an assessment of land use effects of those projects, and the effects of those land uses on VMT. (See section titled "*Estimating VMT Impacts from Transportation Projects"* below.) RTP/SCSs typically model VMT using a collaboratively-developed land use "vision" for the region's land use, rather than studying the effects on land use of the proposed transportation investments.

In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

1. Screening Thresholds for Land Use Projects

Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day[19] generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

[19] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

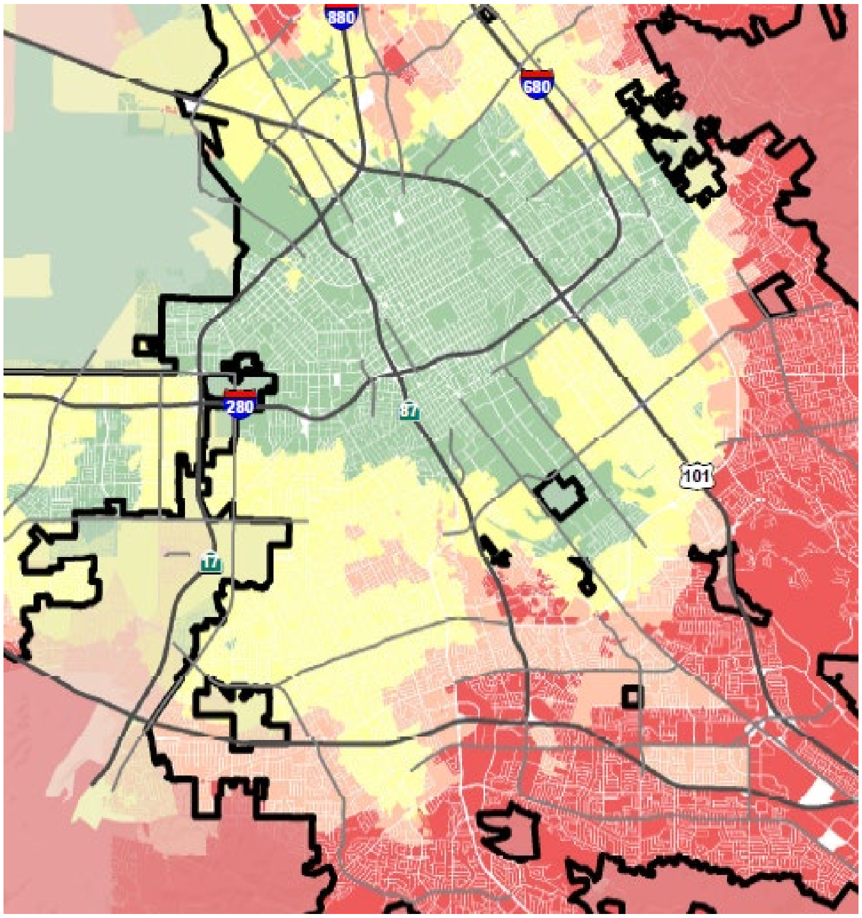

Figure 2. Example map of household VMT that could be used to delineate areas eligible to receive streamlining for VMT analysis. (Source: City of San José, Department of Transportation, draft output of City Transportation Model.)

Presumption of Less Than Significant Impact Near Transit Stations

Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop[20] or an existing stop

[20] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

along a high quality transit corridor[21] will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

A project or plan near transit which replaces affordable residential units[22] with a smaller number of moderate- or high-income residential units may increase overall VMT because the increase in VMT of displaced residents could overwhelm the improvements in travel efficiency enjoyed by new residents.[23]

If any of these exceptions to the presumption might apply, the lead agency should conduct a detailed VMT analysis to determine whether the project would exceed VMT thresholds (see below).

Presumption of Less Than Significant Impact for Affordable Residential Development

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.[24,25] Further, "… low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available."[26] In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-

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[21] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").
[22] Including naturally-occurring affordable residential units.
[23] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement,* Chapter 4, pp. 159-160, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.
[24] Karner and Benner (2016) *The convergence of social equity and environmental sustainability: Jobs-housing fit and commute distance* ("[P]olicies that advance a more equitable distribution of jobs and housing by linking the affordability of locally available housing with local wage levels are likely to be associated with reduced commuting distances").
[25] Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages.*
[26] Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages.*

rate housing.[27,28] Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

2. Recommended Numeric Thresholds for Residential, Office, and Retail Projects

Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the SCS for that city, and should be consistent with the SCS.

Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.

For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population-weighted VMT per capita of all cities in the region. In MPO areas, development in unincorporated areas measured against aggregate city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the regional threshold would undermine achievement of regional targets under SB 375.

[27] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement*, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.
[28] CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, pp. 176-178, available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

These thresholds can be applied to either household (i.e., tour-based) VMT or home-based (i.e., trip-based) VMT assessments.[29] It is critical, however, that the agency be consistent in its VMT measurement approach throughout the analysis to maintain an “apples-to-apples” comparison. For example, if the agency uses a home-based VMT for the threshold, it should also be use home-based VMT for calculating project VMT and VMT reduction due to mitigation measures.

Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live.

Office VMT screening maps can be developed using tour-based data, considering either total employee VMT or employee work tour VMT. Similarly, tour-based analysis of office project VMT could consider either total employee VMT or employee work tour VMT. Where tour-based information is unavailable for threshold determination, project assessment, or assessment of mitigation, home-based work trip VMT should be used throughout all steps of the analysis to maintain an “apples-to-apples” comparison.

Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact.

Because new retail development typically redistributes shopping trips rather than creating new trips,[30] estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project’s transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-

[29] See Appendix 1 for a description of these approaches.
[30] Lovejoy, et al. (2013) *Measuring the impacts of local land-use policies on vehicle miles of travel: The case of the first big-box store in Davis, California, The Journal of Transport and Land Use*.

specific information, such as market studies or economic impacts analyses that might bear on customers' travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

Mixed-Use Projects

Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

Other Project Types

Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).

Strategies and projects that decrease local VMT but increase total VMT should be avoided. Agencies should consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Redevelopment Projects

Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

As described above, a project or plan near transit which replaces affordable[31] residential units with a smaller number of moderate- or high-income residential units may increase overall VMT, because

[31] Including naturally-occurring affordable residential units.

displaced residents' VMT may increase.[32] A lead agency should analyze VMT for such a project even if it otherwise would have been presumed less than significant. The assessment should incorporate an estimate of the aggregate VMT increase experienced by displaced residents. That additional VMT should be included in the numerator of the VMT per capita assessed for the project.

If a residential or office project leads to a net increase in VMT, then the project's VMT per capita (residential) or per employee (office) should be compared to thresholds recommended above. Per capita and per employee VMT are efficiency metrics, and, as such, apply only to the existing project without regard to the VMT generated by the previously existing land use.

If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact.

RTP/SCS Consistency (All Land Use Projects)

Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans. For this reason, if a project is inconsistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the lead agency should evaluate whether that inconsistency indicates a significant impact on transportation. For example, a development may be inconsistent with an RTP/SCS if the development is outside the footprint of development or within an area specified as open space as shown in the SCS.

3. Recommendations Regarding Land Use Plans

As with projects, agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. And as with projects, VMT should be counted in full rather than split between origin and destination. (Emissions inventories have sometimes spit cross-boundary trips in order to sum to a regional total, but CEQA requires accounting for the full impact without truncation or discounting). Analysis of specific plans may employ the same thresholds described above for projects. A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above. Where the lead agency tiers from a general plan EIR pursuant to CEQA Guidelines sections 15152 and 15166, the lead agency generally focuses on the environmental impacts that are specific to the later project and were not analyzed as significant impacts in the prior EIR. (Pub. Resources Code, § 21068.5; Guidelines, § 15152, subd. (a).) Thus, in analyzing the later project, the lead agency

[32] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement,* Chapter 4, pp. 159-160, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.

would focus on the VMT impacts that were not adequately addressed in the prior EIR. In the tiered document, the lead agency should continue to apply the thresholds recommended above.

Thresholds for plans in non-MPO areas may be determined on a case-by-case basis.

4. Other Considerations

Rural Projects Outside of MPOs

In rural areas of non-MPO counties (i.e., areas not near established or incorporated cities or towns), fewer options may be available for reducing VMT, and significance thresholds may be best determined on a case-by-case basis. Note, however, that clustered small towns and small town main streets may have substantial VMT benefits compared to isolated rural development, similar to the transit oriented development described above.

Impacts to Transit

Because criteria for determining the significance of transportation impacts must promote "the development of multimodal transportation networks" pursuant to Public Resources Code section 21099, subd. (b)(1), lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system.

F. Considering the Effects of Transportation Projects on Vehicle Travel

Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel," would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects also are required to examine induced growth impacts under CEQA. (See generally, Pub. Resources Code, §§ 21065 [defining "project" under CEQA as an activity as causing either a direct or reasonably foreseeable indirect physical change], 21065.3 [defining "project-specific effect" to mean all direct or indirect environmental effects], 21100, subd. (b) [required contents of an EIR].) For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document; such information may be useful and necessary for a full understanding of a project's environmental impacts. (See Pub. Resources Code, §§ 21000, 21001, 21001.1, 21002, 21002.1 [discussing the policies of CEQA].) A lead agency that uses the VMT metric to assess the transportation impacts of a transportation project may simply report that change in VMT as the impact. When the lead agency uses another metric to analyze the transportation impacts of a roadway project, changes in amount of vehicle travel added to the roadway network should still be analyzed and reported.[33]

While CEQA does not require perfection, it is important to make a reasonably accurate estimate of transportation projects' effects on vehicle travel in order to make reasonably accurate estimates of GHG emissions, air quality emissions, energy impacts, and noise impacts. (See, e.g., *California Clean Energy Com. v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [EIR failed to consider project's transportation energy impacts]; *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266.) Appendix 2 describes in detail the causes of induced vehicle travel, the robust empirical evidence of induced vehicle travel, and how models and research can be used in conjunction to quantitatively assess induced vehicle travel with reasonable accuracy.

If a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails

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[33] See, e.g., California Department of Transportation (2006) *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, available at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/GRI_guidance06May_files/gri_guidance.pdf.

- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

1. Recommended Significance Threshold for Transportation Projects

As noted in Section 15064.3 of the CEQA Guidelines, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. This section recommends considerations for evaluating impacts using vehicle miles traveled. Lead agencies have discretion to choose a threshold of significance for transportation projects as they do for other types of projects. As explained above, Public Resources Code section 21099, subdivision (b)(1), provides that criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. (*Id.;* see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) With those goals in mind, OPR prepared and the Agency adopted an appropriate transportation metric.

Whether adopting a threshold of significance, or evaluating transportation impacts on a case-by-case basis, a lead agency should ensure that the analysis addresses:

- Direct, indirect and cumulative effects of the transportation project (CEQA Guidelines, § 15064, subds. (d), (h))
- Near-term and long-term effects of the transportation project (CEQA Guidelines, §§ 15063, subd. (a)(1), 15126.2, subd. (a))
- The transportation project's consistency with state greenhouse gas reduction goals (Pub. Resources Code, § 21099)[34]
- The impact of the transportation project on the development of multimodal transportation networks (Pub. Resources Code, § 21099)
- The impact of the transportation project on the development of a diversity of land uses (Pub. Resources Code, § 21099)

The CARB Scoping Plan and the CARB Mobile Source Strategy delineate VMT levels required to achieve legally mandated GHG emissions reduction targets. A lead agency should develop a project-level threshold based on those VMT levels, and may apply the following approach:

1. Propose a fair-share allocation of those budgets to their jurisdiction (e.g., by population);

[34] The California Air Resources Board has ascertained the limits of VMT growth compatible with California containing greenhouse gas emissions to levels research shows would allow for climate stabilization. (See *The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (p. 78, p. 101); *Mobile Source Strategy* (p. 37).) CARB's *Updated Final Staff Report on Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets* illustrates that the current Regional Transportation Plans and Sustainable Communities Strategies will fall short of achieving the necessary on-road transportation-related GHG emissions reductions called for in the 2017 Scoping Plan (Figure 3, p. 35). Accordingly, OPR recommends not basing GHG emissions or transportation impact analysis for a transportation project solely on consistency with an RTP/SCS.

2. Determine the amount of VMT growth likely to result from background population growth, and subtract that from their "budget";
3. Allocate their jurisdiction's share between their various VMT-increasing transportation projects, using whatever criteria the lead agency prefers.

2. Estimating VMT Impacts from Transportation Projects

CEQA requires analysis of a project's potential growth-inducing impacts. (Pub. Resources Code, § 21100, subd. (b)(5); CEQA Guidelines, § 15126.2, subd. (d).) Many agencies are familiar with the analysis of growth inducing impacts associated with water, sewer, and other infrastructure. This technical advisory addresses growth that may be expected from roadway expansion projects.

Because a roadway expansion project can induce substantial VMT, incorporating quantitative estimates of induced VMT is critical to calculating both transportation and other impacts of these projects. Induced travel also has the potential to reduce or eliminate congestion relief benefits. An accurate estimate of induced travel is needed to accurately weigh costs and benefits of a highway capacity expansion project.

The effect of a transportation project on vehicle travel should be estimated using the "change in total VMT" method described in *Appendix 1*. This means that an assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.

Transit and Active Transportation Projects

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Roadway Projects

Reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and therefore is presumed to cause a less-than-significant impact on transportation. Generally, no transportation analysis is needed for such projects.

Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. For the types of projects previously indicated as likely to lead to additional vehicle travel, an estimate should be made of the change in vehicle travel resulting from the project.

For projects that increase roadway capacity, lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting from a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system (i.e., "elasticity").[35] Given that lead agencies have discretion in choosing their methodology, and the studies on induced travel reveal a range of elasticities, lead agencies may appropriately apply professional judgment in studying the transportation effects of a particular project. The most recent major study, estimates an elasticity of 1.0, meaning that every percent change in lane miles results in a one percent increase in VMT.[36]

To estimate VMT impacts from roadway expansion projects:

1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).
2. Determine the percent change in total lane miles that will result from the project.
3. Determine the total existing VMT over that same area.
4. Multiply the percent increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

[% increase in lane miles] x [existing VMT] x [elasticity] = [VMT resulting from the project]

A National Center for Sustainable Transportation tool can be used to apply this method: https://ncst.ucdavis.edu/research/tools

This method would not be suitable for rural (non-MPO) locations in the state which are neither congested nor projected to become congested. It also may not be suitable for a new road that provides new connectivity across a barrier (e.g., a bridge across a river) if it would be expected to substantially

[35] See U.C. Davis, Institute for Transportation Studies (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*; Boarnet and Handy (Sept. 2014) *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.
[36] See Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

shorten existing trips. If it is likely to be substantial, the trips-shortening effect should be examined explicitly.

The effects of roadway capacity on vehicle travel can also be applied at a programmatic level. For example, in a regional planning process the lead agency can use that program-level analysis to streamline later project-level analysis. (See CEQA Guidelines, § 15168.) A program-level analysis of VMT should include effects of the program on land use patterns, and the VMT that results from those land use effects. In order for a program-level document to adequately analyze potential induced demand from a project or program of roadway capacity expansion, lead agencies cannot assume a fixed land use pattern (i.e., a land use pattern that does not vary in response to the provision of roadway capacity). A proper analysis should account for land use investment and development pattern changes that react in a reasonable manner to changes in accessibility created by transportation infrastructure investments (whether at the project or program level).

Mitigation and Alternatives

Induced VMT has the potential to reduce or eliminate congestion relief benefits, increase VMT, and increase other environmental impacts that result from vehicle travel.[37] If those effects are significant, the lead agency will need to consider mitigation or alternatives. In the context of increased travel that is induced by capacity increases, appropriate mitigation and alternatives that a lead agency might consider include the following:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to HOV or HOT lanes
- Implementing or funding off-site travel demand management
- Implementing Intelligent Transportation Systems (ITS) strategies to improve passenger throughput on existing lanes

Tolling and other management strategies can have the additional benefit of preventing congestion and maintaining free-flow conditions, conferring substantial benefits to road users as discussed above.

G. Analyzing Other Impacts Related to Transportation

While requiring a change in the methodology of assessing transportation impacts, Public Resources Code section 21099 notes that this change "does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation." OPR expects that lead agencies will continue to

[37] See National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf; see Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

address mobile source emissions in the air quality and noise sections of an environmental document and the corresponding studies that support the analysis in those sections. Lead agencies should continue to address environmental impacts of a proposed project pursuant to CEQA's requirements, using a format that is appropriate for their particular project.

Because safety concerns result from many different factors, they are best addressed at a programmatic level (i.e., in a general plan or regional transportation plan) in cooperation with local governments, metropolitan planning organizations, and, where the state highway system is involved, the California Department of Transportation. In most cases, such an analysis would not be appropriate on a project-by-project basis. Increases in traffic volumes at a particular location resulting from a project typically cannot be estimated with sufficient accuracy or precision to provide useful information for an analysis of safety concerns. Moreover, an array of factors affect travel demand (e.g., strength of the local economy, price of gasoline), causing substantial additional uncertainty. Appendix B of OPR's General Plan Guidelines summarizes research which could be used to guide a programmatic analysis under CEQA. Lead agencies should note that automobile congestion or delay does not constitute a significant environmental impact (Pub. Resources Code, §21099(b)(2)), and safety should not be used as a proxy for road capacity.

H. VMT Mitigation and Alternatives

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. (Pub. Resources Code, § 21002.1, subd. (a).) Additionally, CEQA requires that an environmental impact report identify feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts.

Indeed, the California Court of Appeal recently held that a long-term regional transportation plan was deficient for failing to discuss an alternative which could significantly reduce total vehicle miles traveled. In *Cleveland National Forest Foundation v. San Diego Association of Governments, et al.* (2017) 17 Cal.App.5th 413, the court found that omission "inexplicable" given the lead agency's "acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced." (*Cleveland National Forest Foundation*, *supra*, 17 Cal.App.5th at p. 436.) Additionally, the court noted that the project alternatives focused primarily on congestion relief even though "the [regional] transportation plan is a long-term and congestion relief is not necessarily an effective long-term strategy." (*Id.* at p. 437.) The court concluded its discussion of the alternatives analysis by stating: "Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips." (*Ibid*.)

Several examples of potential mitigation measures and alternatives to reduce VMT are described below. However, the selection of particular mitigation measures and alternatives are left to the discretion of the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Further, OPR expects that agencies will continue to innovate and find new ways to reduce vehicular travel.

Potential measures to reduce vehicle miles traveled include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Notably, because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. In lieu fees have been found to be valid mitigation where there is both a commitment to pay fees and evidence that mitigation will actually occur. (*Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140-141; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727–728.) Fee programs are particularly useful to address cumulative impacts. (CEQA Guidelines, § 15130, subd. (a)(3) [a "project's incremental contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact"].) The mitigation program must undergo CEQA evaluation, either on the program as a whole, or the in-lieu fees or other mitigation must be evaluated on a project-specific basis. (*California Native Plant Society v. County of El Dorado* (2009) 170 Cal.App.4th 1026.) That CEQA evaluation could be part of a larger program, such as a regional transportation plan, analyzed in a Program EIR. (CEQA Guidelines, § 15168.)

Examples of project alternatives that may reduce vehicle miles traveled include, but are not limited to:

- Locate the project in an area of the region that already exhibits low VMT.
- Locate the project near transit.
- Increase project density.
- Increase the mix of uses within the project or within the project's surroundings.
- Increase connectivity and/or intersection density on the project site.
- Deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

Appendix 1. Considerations About Which VMT to Count

Consistent with the obligation to make a good faith effort to disclose the environmental consequences of a project, lead agencies have discretion to choose the most appropriate methodology to evaluate project impacts.[38] A lead agency can evaluate a project's effect on VMT in numerous ways. The purpose of this document is to provide technical considerations in determining which methodology may be most useful for various project types.

Background on Estimating Vehicle Miles Traveled

Before discussing specific methodological recommendations, this section provides a brief overview of modeling and counting VMT, including some key terminology.

Here is an illustrative example of some methods of estimating vehicle miles traveled. Consider the following hypothetical travel day (all by automobile):

1. Residence to Coffee Shop
2. Coffee Shop to Work
3. Work to Sandwich Shop
4. Sandwich Shop to Work
5. Work to Residence
6. Residence to Store
7. Store to Residence

Trip-based assessment of a project's effect on travel behavior counts VMT from individual trips to and from the project. It is the most basic, and traditionally the most common, method of counting VMT. A trip-based VMT assessment of the residence in the above example would consider segments 1, 5, 6 and 7. For residential projects, the sum of home-based trips is called *home-based* VMT.

A *tour-based* assessment counts the entire home-back-to-home tour that includes the project. A tour-based VMT assessment of the residence in the above example would consider segments 1, 2, 3, 4, and 5 in one tour, and 6 and 7 in a second tour. A tour-based assessment of the workplace would include segments 1, 2, 3, 4, and 5. Together, all tours comprise *household* VMT.

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[38] The California Supreme Court has explained that when an agency has prepared an environmental impact report:

> [T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.]

(*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 372.)

Both trip- and tour-based assessments can be used as measures of transportation efficiency, using denominators such as per capita, per employee, or per person-trip.

Trip- and Tour-based Assessment of VMT

As illustrated above, a tour-based assessment of VMT is a more complete characterization of a project's effect on VMT. In many cases, a project affects travel behavior beyond the first destination. The location and characteristics of the home and workplace will often be the main drivers of VMT. For example, a residential or office development located near high quality transit will likely lead to some commute trips utilizing transit, affecting mode choice on the rest of the tour.

Characteristics of an office project can also affect an employee's VMT beyond the work tour. For example, a workplace located at the urban periphery, far from transit, can require an employee to own a car, which in turn affects the entirety of an employee's travel behavior and VMT. For this reason, when estimating the effect of an office development on VMT, it may be appropriate to consider total employee VMT if data and tools, such as tour-based models, are available. This is consistent with CEQA's requirement to evaluate both direct and *indirect* effects of a project. (See CEQA Guidelines, § 15064, subd. (d)(2).)

Assessing Change in Total VMT

A third method, estimating the *change in total VMT* with and without the project, can evaluate whether a project is likely to divert existing trips, and what the effect of those diversions will be on total VMT. This method answers the question, "What is the net effect of the project on area VMT?" As an illustration, assessing the total change in VMT for a grocery store built in a food desert that diverts trips from more distant stores could reveal a net VMT reduction. The analysis should address the full area over which the project affects travel behavior, even if the effect on travel behavior crosses political boundaries.

Using Models to Estimate VMT

Travel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT (see Appendix F of the preliminary discussion draft). To the extent possible, lead agencies should choose models that have sensitivity to features of the project that affect VMT. Those tools and resources can also assist in establishing thresholds of significance and estimating VMT reduction attributable to mitigation measures and project alternatives. When using models and tools for those various purposes, agencies should use comparable data and methods, in order to set up an "apples-to-apples" comparison between thresholds, VMT estimates, and VMT mitigation estimates.

Models can work together. For example, agencies can use travel demand models or survey data to estimate existing trip lengths and input those into sketch models such as CalEEMod to achieve more accurate results. Whenever possible, agencies should input localized trip lengths into a sketch model to tailor the analysis to the project location. However, in doing so, agencies should be careful to avoid double counting if the sketch model includes other inputs or toggles that are proxies for trip length (e.g., distance to city center). Generally, if an agency changes any sketch model defaults, it should record and report those changes for transparency of analysis. Again, trip length data should come from the same source as data used to calculate thresholds to be sure of an "apples-to-apples" comparison.

Additional background information regarding travel demand models is available in the California Transportation Commission's "2010 Regional Transportation Plan Guidelines," beginning at page 35.

Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches

Induced travel occurs where roadway capacity is expanded in an area of present or projected future congestion. The effect typically manifests over several years. Lower travel times make the modified facility more attractive to travelers, resulting in the following trip-making changes:

- **Longer trips.** The ability to travel a long distance in a shorter time increases the attractiveness of destinations that are farther away, increasing trip length and vehicle travel.
- **Changes in mode choice.** When transportation investments are devoted to reducing automobile travel time, travelers tend to shift toward automobile use from other modes, which increases vehicle travel.
- **Route changes.** Faster travel times on a route attract more drivers to that route from other routes, which can increase or decrease vehicle travel depending on whether it shortens or lengthens trips.
- **Newly generated trips.** Increasing travel speeds can induce additional trips, which increases vehicle travel. For example, an individual who previously telecommuted or purchased goods on the internet might choose to accomplish those tasks via automobile trips as a result of increased speeds.
- **Land Use Changes.** Faster travel times along a corridor lead to land development farther along that corridor; that new development generates and attracts longer trips, which increases vehicle travel. Over several years, this induced growth component of induced vehicle travel can be substantial, making it critical to include in analyses.

Each of these effects has implications for the total amount of vehicle travel. These effects operate over different time scales. For example, changes in mode choice might occur immediately, while land use changes typically take a few years or longer. CEQA requires lead agencies to analyze both short-term and long-term effects.

Evidence of Induced Vehicle Travel. A large number of peer reviewed studies[39] have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect.

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[39] See, e.g., Boarnet and Handy (Sept. 2014) Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf; National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf.

Most of these studies express the amount of induced vehicle travel as an "elasticity," which is a multiplier that describes the additional vehicle travel resulting from an additional lane mile of roadway capacity added. For example, an elasticity of 0.6 would signify an 0.6 percent increase in vehicle travel for every 1.0 percent increase in lane miles. Many of these studies distinguish "short run elasticity" (increase in vehicle travel in the first few years) from "long run elasticity" (increase in vehicle travel beyond the first few years). Long run elasticity is larger than short run elasticity, because as time passes, more of the components of induced vehicle travel materialize. Generally, short run elasticity can be thought of as excluding the effects of land use change, while long run elasticity includes them. Most studies find a long run elasticity between 0.6 and just over 1.0,[40] meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The most recent major study finds the elasticity of vehicle travel by lanes miles added to be 1.03; in other words, each percent increase in lane miles results in a 1.03 percent increase in vehicle travel.[41] (An elasticity greater than 1.0 can occur because new lanes induce vehicle travel that spills beyond the project location.) In CEQA analysis, the long-run elasticity should be used, as it captures the full effect of the project rather than just the early-stage effect.

Quantifying Induced Vehicle Travel Using Models. Lead agencies can generally achieve the most accurate assessment of induced vehicle travel resulting from roadway capacity increasing projects by applying elasticities from the academic literature, because those estimates include vehicle travel resulting from induced land use. If a lead agency chooses to use a travel demand model, additional analysis would be needed to account for induced land use. This section describes some approaches to undertaking that additional analysis.

Proper use of a travel demand model can capture the following components of induced VMT:

- Trip length (generally increases VMT)
- Mode shift (generally shifts from other modes toward automobile use, increasing VMT)
- Route changes (can act to increase or decrease VMT)
- Newly generated trips (generally increases VMT)
    - Note that not all travel demand models have sensitivity to this factor, so an off-model estimate may be necessary if this effect could be substantial.

However, estimating long-run induced VMT also requires an estimate of the project's effects on land use. This component of the analysis is important because it has the potential to be a large component of

[40] See Boarnet and Handy (Sept. 2014) *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, p. 2, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.

[41] Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

the overall induced travel effect. Options for estimating and incorporating the VMT effects that are caused by the subsequent land use changes include:

1. *Employ an expert panel.* An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.
2. *Adjust model results to align with the empirical research.* If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.
3. *Employ a land use model, running it iteratively with a travel demand model.* A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.

A project which provides new connectivity across a barrier, such as a new bridge across a river, may provide a shortened path between existing origins and destinations, thereby shortening existing trips. In rare cases, this trip-shortening effect might be substantial enough to reduce the amount of vehicle travel resulting from the project below the range found in the elasticities in the academic literature, or even lead a net reduction in vehicle travel overall. In such cases, the trip-shortening effect could be examined explicitly.

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

APPENDIX B – Middletown Trolley Timetable

Published on *San Diego Metropolitan Transit System* (https://www.sdmts.com)

Home > Schedules & Real Time

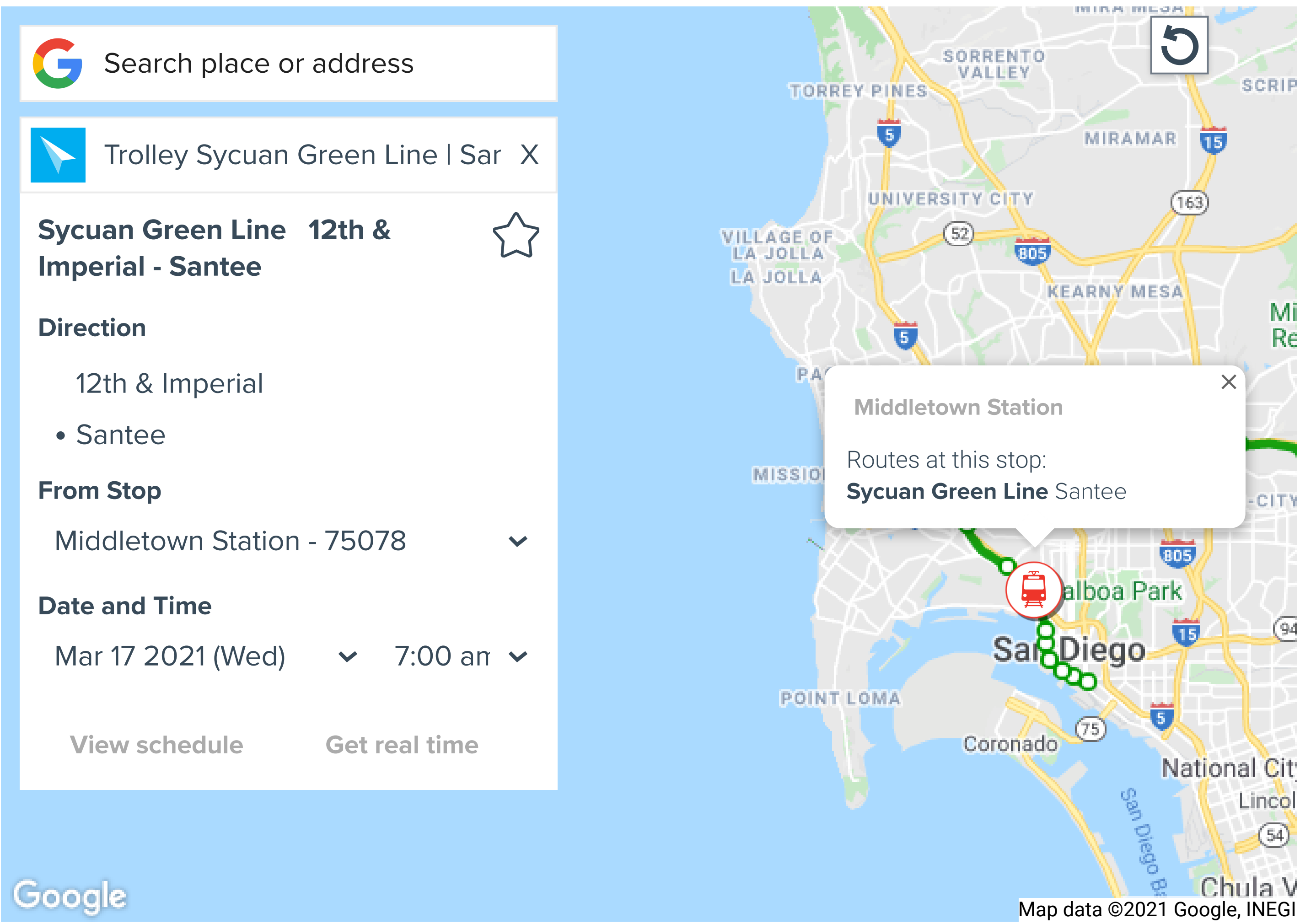
Schedules & Real Time

Search for Schedules and Real Time by Bus Route, Trolley Line, Stop Number or Location

Real time arrivals are estimates based on GPS data. Please plan to arrive at your stop a few minutes early.

Due to a significantly reduced campus population, the extra trips noted on the printed and PDF timetable as operating on school days only will not operate during the Fall 2020 session on Routes 41, 44, 201/202, 709, 712, 854.

Related Links:
How To Find a Schedule [1]



Schedule: Mar 17 2021 (Wed)

Sycuan Green Line 12th & Imperial - Santee

View PDF Timetable

Time	Stop	Destination
7:02am	Middletown Station	Santee

7:17am	Middletown Station	Santee
7:32am	Middletown Station	Santee
7:47am	Middletown Station	Santee
8:02am	Middletown Station	Santee
8:17am	Middletown Station	Santee
8:32am	Middletown Station	Santee
8:47am	Middletown Station	Santee
9:02am	Middletown Station	Santee
9:17am	Middletown Station	Santee
9:32am	Middletown Station	Santee

- SHOW EARLIER
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Source URL: https://www.sdmts.com/schedules-real-time?fragment=green_line

Links
[1] https://www.sdmts.com/inside-mts/mts-express/how-schedules-real-time

Published on *San Diego Metropolitan Transit System* (https://www.sdmts.com)

Schedules & Real Time

Search for Schedules and Real Time by Bus Route, Trolley Line, Stop Number or Location

Real time arrivals are estimates based on GPS data. Please plan to arrive at your stop a few minutes early.

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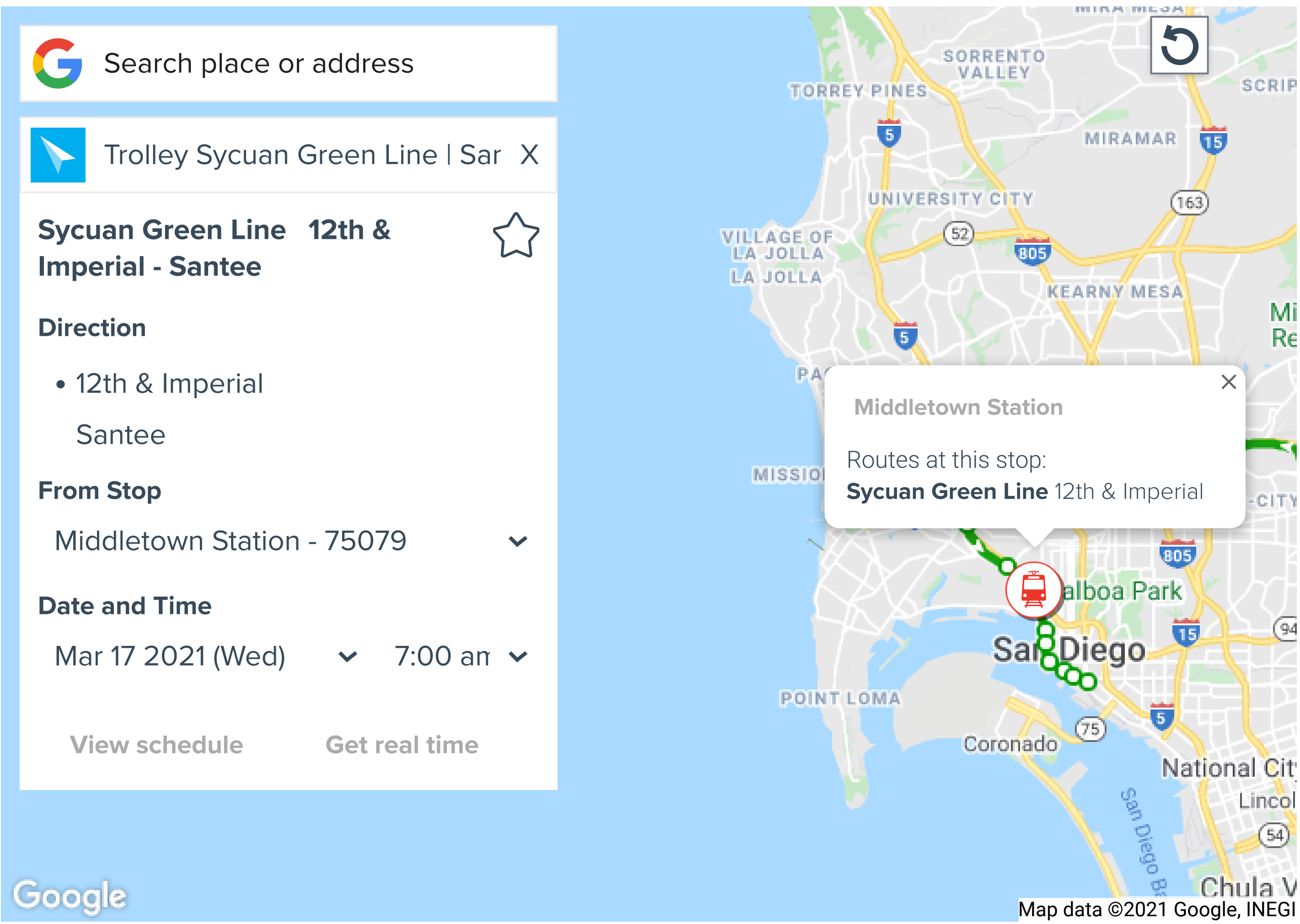

Schedule: Mar 17 2021 (Wed)

Sycuan Green Line 12th & Imperial - Santee

View PDF Timetable

Time	Stop	Destination
7:12am	Middletown Station	12th & Imperial

7:27am	Middletown Station	12th & Imperial
7:42am	Middletown Station	12th & Imperial
7:57am	Middletown Station	12th & Imperial
8:12am	Middletown Station	12th & Imperial
8:27am	Middletown Station	12th & Imperial
8:42am	Middletown Station	12th & Imperial
8:57am	Middletown Station	12th & Imperial
9:12am	Middletown Station	12th & Imperial
9:27am	Middletown Station	12th & Imperial
9:42am	Middletown Station	12th & Imperial

- SHOW EARLIER + SHOW MORE

Source URL: https://www.sdmts.com/schedules-real-time?fragment=green_line

Links
[1] https://www.sdmts.com/inside-mts/mts-express/how-schedules-real-time

Appendix H

Parking Analysis Technical Memorandum

CHEN RYAN

Technical Memorandum

TO: Andrew Martin, Senior Environmental Planner; Ascent

FROM: Jonathan Sanchez, PE; Chen Ryan Associates
Cristian Belmudez; Chen Ryan Associates

DATE: March 24, 2021

RE: STAY OPEN San Diego Project – Parking Analysis Technical Memorandum

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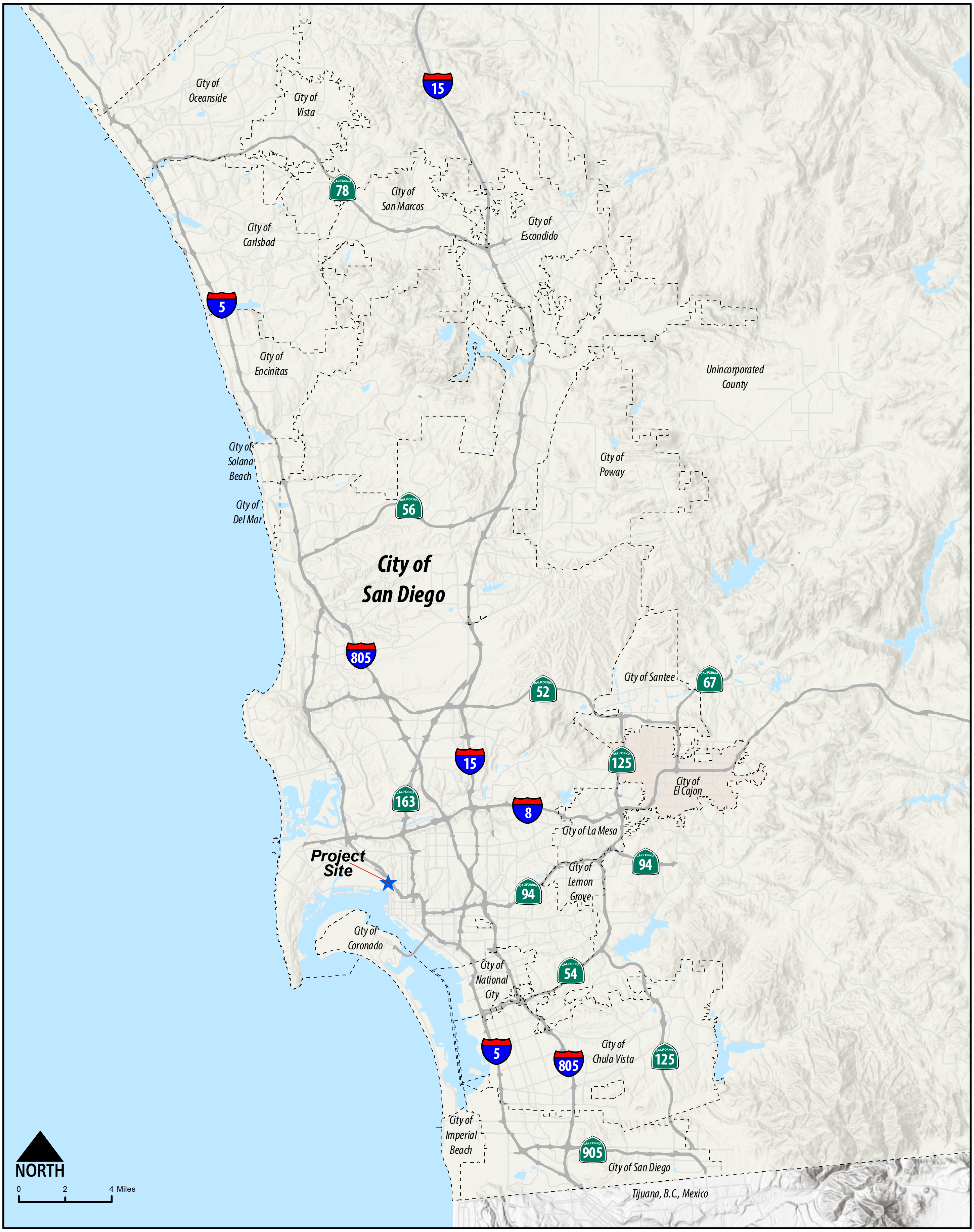
The purpose of this technical memorandum is to document the results of a parking analysis conducted for the proposed STAY OPEN San Diego Project (Proposed Project). The parking analysis determines if the Proposed Project will meet the minimum parking requirements per the Tidelands Parking Guidelines – San Diego Unified Port District January 5, 2001 (Tidelands Parking Guidelines).

Background

The STAY OPEN San Diego Project proposes to develop the southern half of the existing San Diego Unified Port District (the District) Annex Building and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel. The Proposed Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and 49,000 square foot landscaped parking area which would include the following components:

- A lobby indoor/outdoor bar and café with tables and benches (286 maximum seating capacity);
- A rooftop restaurant and bar with tables and benches (179 maximum seating capacity);
- Lower cost overnight accommodation options including 226 PODs in shared rooms, 17 beds in private rooms with and without bathrooms, and shared bathroom facilities; and
- Parking stalls for hotel and restaurant guests, overnight campervan rentals, and designated parking for shared transportation vehicles including scooters and bicycles.

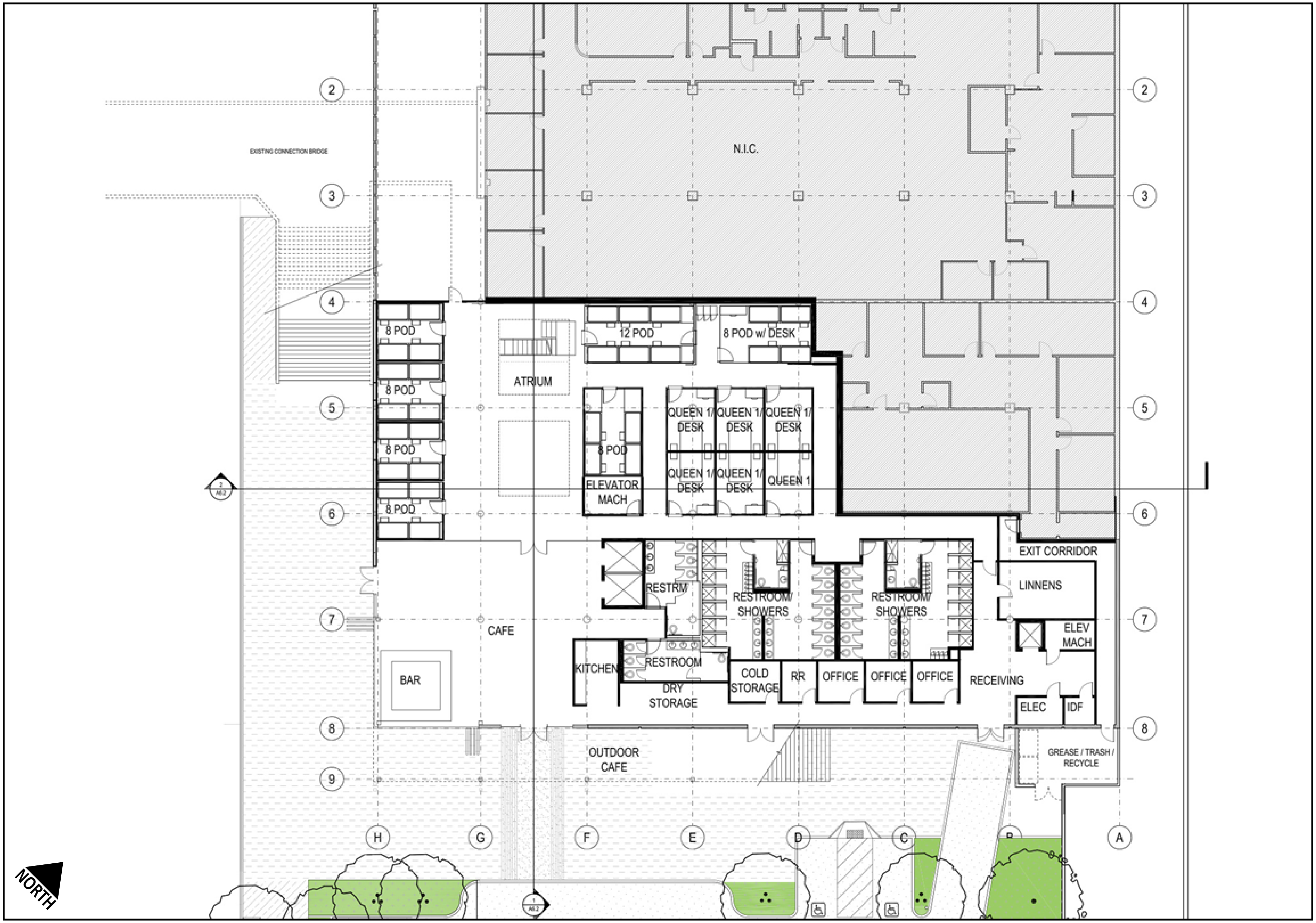
Access to the Proposed Project will be provided along Pacific Highway. **Figure 1** displays the Proposed Project's regional location, while **Figure 2** provides the site plan.



Stay Open San Diego Hotel
Technical Memorandum

CHEN RYAN

Figure 1
Proposed Project Regional Location



Stay Open San Diego Project
Technical Memorandum
CHEN RYAN

Figure 2
Project Site Plan

Parking Supply

On-site parking will be provided for both hotel and restaurant guests as well as overnight parking for campervan guests. **Table 1** displays the vehicle and motorcycle spaces that the Proposed Project would provide.

Table 1 Proposed Project Parking Spaces

Parking Stall Type	Quantity
Standard	64
ADA-compliant	5
Electric Vehicle	7
Campervan	9
Total Vehicle Parking	**85**
Motorcycle	6

Source: STAY OPEN, LLC., March 2021.

As shown in Table 1, the Proposed Project proposes to provide a total of 85 vehicle parking spaces and 6 motorcycle spaces.

Parking Requirements

Parking rates for the Proposed Project's hotel and hotel restaurant features were obtained from Table 1 of the Tidelands Parking Guidelines - Planning District 2 (Harbor Island). These guidelines provide parking rates for new developments located within the District. However, the Tidelands Parking Guidelines do not have parking rates for Pods, therefore, the "Hotel in districts other than Neighborhood Commercial" land use parking rate was obtained from the City of San Francisco Municipal Code (SFMC), Article 1.5: Off-Street Parking and Loading, Section 151 for this project feature. This land use category was deemed appropriate because Neighborhood Commercial neighborhoods are identified in the SFMC as neighborhoods with a mixed-use characteristic (residential & commercial) and the Proposed Project does not have a residential component.

The parking rate identified in the SFMC for a Hotel is has a minimum of zero parking spaces (none required) with a maximum of 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23. However, based on the location of the project site as well as the characteristics of the Pods feature of the project which is intended to provide lower cost overnight accommodations when compared to a hotel, a parking rate of one (1) parking space for each 16 guest bedrooms where the number of guest bedrooms exceeds 23 was utilized. **Attachment A** provides relevant excerpt of the Tidelands Parking Guidelines and San Francisco Municipal Code. **Table 2** displays the unadjusted parking demand for the Proposed Project.

Table 2 Parking Demand – Unadjusted

Land Use	Units	Rate	Min # of Auto Spaces (Base)
Hotel	17 Rooms	0.6 / Room	11
Pods	226 Pods	0.0625 / Bed[1]	21
Hotel Restaurant	465 Seats	0.12 / Seat[2]	56
		Total Unadjusted	82

Source: Tidelands Parking Guidelines – San Diego Unified Port District (January 5, 2011)

Notes:
[1]City of San Francisco Municipal Code, Article 1.5: Off-Street Parking and Loading, Section 151.
[2]Parking requirements calculated utilizing number of seats as this is a more accurate indicator of the number of people expected to drive to the project site considering the higher population density surroundings and access to mass transit (trolley).

As shown in Table 2, the Proposed Project's unadjusted parking demand includes 26 hotel/pod parking spaces and 56 hotel restaurant parking spaces.

In accordance with Table 2 of the Tidelands Parking Guidelines, based on the Proposed Project's features and location, adjustment factors were applied to the above parking demand displayed in Table 2 of this memorandum. **Table 3** displays the Proposed Project's unadjusted demand, as well as the assumed adjustment factors used to develop the final adjusted parking demand.

Table 3 Parking Demand Adjustments

Adjustment	Hotel / Pods Percent	Hotel / Pods Change	Hotel Restaurant Percent	Hotel Restaurant Change	Notes
Parking Rate (Unadjusted)	100%	26	100%	56	See Table 2.
Proximity to Transit	-3%	-1	-3%	-2	Full credit for Harbor Island.
Access to Airport	-5%	-1	-5%	-3	Full credit for Harbor Island.
Shared Parking Potential	0%	0	0%	0	
Proximity to Public Waterfront Amenities for Public Access	0%	0	0%	0	Project is not near the water.
Displacement of Existing Parking	0%	0	0%	0	Parking lot is not considered public parking and existing building is vacant.
Existing Parking Shortfall/Surplus	0%	0	0%	0	Assuming no parking demand in adjacent parking lot.
Employee Trip Reduction Programs	0%	0	0%	0	None.
Dedicated Airport Shuttle Service	-5%	-1	0%	0	Rental car shuttle will provide service to the airport.
Dedicated Water Transportation Service	0%	0	0%	0	Proposed Project is not near the water.
Subtotal	-	23	-	51	
Total Adjusted Parking Demand	74				

Source: Tidelands Parking Guidelines – San Diego Unified Port District (January 5, 2011)

As shown in Table 3, based on the Proposed Project's features and location, the parking demand is 74 parking spaces. Therefore, per the Tidelands Parking Guidelines, the Proposed Project is required to provide a minimum of 74 parking spaces.

Conclusion

Based on the results of the parking analysis described above, the Proposed Project is required to provide a minimum of 74 parking spaces to meet its parking demand. The Proposed Project will provide 85 vehicle parking spaces. Therefore, the Proposed Project exceeds the minimum parking requirement and no additional parking spaces are required.

Attachment A
Tidelands Parking Guidelines & SFMC

Table 1
Suggested Base Unadjusted Parking Demand Rates by District (1)

Land Use	Unit	Harbor Island	Shelter Island	North Embarcadero(2) (7)	South Embarcadero	Coronado	South Bay(3)
Restaurant	Seat(4)	0.25	0.25	0.14	0.13	0.25	0.25
Restaurant	ksf (5)	9.3	9.3	9.3	-	9.3	9.3
Marine Sales/Service	ksf	3.9	3.9	3.9	-	3.9	3.9
Marina	slip	1.0	1.0	0.4	0.33	1.0	1.0
Retail	ksf	4.7	4.7	4.7	2.8	4.7	4.7
Office	ksf	2.8	2.8	2.8	-	2.8	2.8
Hotel Uses							
Hotel	room	0.6	1.1	0.7	0.5	1.0	1.1
Hotel Restaurant	Seat(4)	0.12	0.14	0.14	0.13	0.11	(6)
Hotel Restaurant	ksf (5)	8.0	9.3	8.5	-	7.3	(6)
Hotel Conference	ksf	1.2	1.7	1.4	1.55	1.6	(6)
Hotel Dock Slip	berth	0.4	0.4	0.4	0.33	0.3	(6)
Hotel Retail	ksf	2.50	3.0	2.7	2.8	2.2	(6)

Notes:

1 The parking rates provided in these guidelines may not agree with those of the local jurisdictions adjacent to each of the Tidelands districts. This is because the Tidelands parking rates reflect the specific characteristics of waterfront-oriented uses and developments, whereas a local city's parking requirements are meant to be applied on a broad city-wide basis.

2 The parking rates provided in these guidelines differ somewhat from those in the North Embarcadero Alliance Visionary Plan. The parking rates in the Visionary Plan were intended as a planning tool to guide the long range development plans of the area, where as the parking rates in these guidelines are intended for immediate application to specific development projects in the North Embarcadero.

3 South Bay includes National City, Chula Vista and Imperial Beach.

4 The area-to-seat ratio for restaurants is assumed to be approximately 15 s.f. per seat.

5 The square footage of restaurants represents the "gross" area of the building footprint, which includes everything such as a kitchen.

6 A composite parking demand rate for all uses in a hotel is used for this district which is reflected in the per room rate above.

7 For the South Embarcadero and Seaport Village consult the following documents (excerpts attached): Tidelands Parking Study Embarcadero Area, Wilbur Smith Associates, September 20, 1995; Seaport Village parking ratios shown in attached table.

SEC. 151. SCHEDULE OF REQUIRED OFF-STREET PARKING SPACES.

(a) **Applicability.** Off-street parking spaces shall be provided in the minimum quantities specified in Table 151, except as otherwise provided in Section 151.1 and Section 161 of this Code. Where the building or lot contains uses in more than one of the categories listed, parking requirements shall be calculated in the manner provided in Section 153 of this Code. Where off-street parking is provided which exceeds certain amounts in relation to the quantities specified in Table 151, as set forth in subsection (c), such parking shall be classified not as accessory parking but as either a Principal or a Conditional Use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a Conditional Use for any such parking, due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section 303(t) or 303(u) of this Code. Minimum off-street parking requirements shall be reduced, to the extent needed, when such reduction is part of a Development Project's compliance with the Transportation Demand Management Program set forth in Section 169 of this Code.

(b) **Minimum Parking Required.**

Table 151

OFF-STREET PARKING SPACES REQUIRED

Use or Activity	**Number of Off-Street Parking Spaces Required**
RESIDENTIAL USES	
Dwelling	None required. P up to 1.5 parking spaces for each Dwelling Unit.
Dwelling, in the Telegraph Hill - North Beach Residential Special Use District	None required. P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(c) and Section 155(t); NP above preceding ratio.
Dwelling, in the Polk Street Neighborhood Commercial District	None required. P up to 0.5 parking spaces for each Dwelling Unit; NP above preceding ratio.
Dwelling, in the Pacific Avenue Neighborhood Commercial District	None required. P up to 0.5 parking spaces for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above preceding ratios.
Group Housing of any kind	None required.
NON-RESIDENTIAL USES	
Agricultural Use Category	
Agricultural Uses*	None required
Greenhouse	None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Automotive Use Category	
Automotive Uses	None required.
Entertainment, Arts and Recreation Use Category	

Entertainment, Arts and Recreation Uses*	None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Arts Activities, except theater or auditorium spaces	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet.
Sports Stadium	None required. Maximum 1.5 parking spaces for each 15 seats.
Theater or auditorium	None required. Maximum 1.5 parking spaces for each 8 seats up to 1,000 seats where the number of seats exceeds 50 seats, plus 1.5 parking spaces for each 10 seats in excess of 1,000.
Industrial Use Category	
Industrial Uses*	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Live/Work Units	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each Live/Work Unit.
Institutional Uses Category	
Institutional Uses*	None required.
Child Care Facility	None required. Maximum 1.5 parking spaces for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
Hospital	None required. Maximum 1.5 parking spaces for each 8 beds excluding bassinets or for each 2,400 square feet of Occupied Floor Area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.
Post-Secondary Educational Institution	None required. Maximum 1.5 parking spaces for each two classrooms.
Religious Institution	None required. Maximum 1.5 parking spaces for each 20 seats by which the number of seats in the main auditorium exceeds 200.
Residential Care Facility	None required. Maximum in RH-1 and RH-2 Districts, 1.5 parking spaces for each 10 beds where the number of beds exceeds nine.
School	None required. Maximum 1.5 parking spaces for each six classrooms.
Trade School	None required. Maximum 1.5 parking spaces for each two classrooms.
Sales and Service Category	
Retail Sales and Services*	None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area up to 20,000 where the

	Occupied Floor Area exceeds 5,000 square feet, plus 1.5 spaces for each 250 square feet of Occupied Floor Area in excess of 20,000.
Eating and Drinking Uses	None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Health Services	None required. Maximum 1.5 parking spaces for each 300 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Hotel in NC Districts	None required. Maximum 1.2 parking spaces for each guest bedroom.
Hotel in districts other than NC	None required. Maximum 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any.
Mortuary	Eight
Motel	None required. Maximum 1.5 parking spaces for each guest unit, plus one for the manager's Dwelling Unit, if any.
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Retail Greenhouse or plant nursery	None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Self-Storage	None required. Maximum 1.5 parking spaces for every three self-storage units.
Non-Retail Sales and Services*	None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Commercial Storage or Wholesale Storage	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Office	None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Utility and Infrastructure Category	
Utility and infrastructure uses	None required.

* Not listed below

(c) Where no parking is required for a use by this Section 151, the maximum permitted shall be one space per 2,000 square feet of Occupied Floor Area of use, three spaces where the use or activity has zero Occupied Floor Area or the maximum specified elsewhere in this Section.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 69-87, App. 3/13/87; Ord. 445-87, App. 11/12/87; Ord. 537-88, App. 12/16/88; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90; Ord. 32-91, App. 1/25/91; Ord. 368-94, App. 11/4/94; Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 129-06, File No, 060372, App. 6/22/2006; Ord. 112-08, File No. 080095, App. 6/30/2008; Ord. 51-09, File No. 081620, App. 4/2/2009; Ord. 77-10, File No. 091165, App. 4/16/2010; Ord. 109-11, File No. 101350, App. 6/29/2011, Eff. 7/29/2011; Ord. 232-14 , File No. 120881, App. 11/26/2014, Eff. 12/26/2014; Ord. 14-15 , File No. 141210, App. 2/13/2015, Eff. 3/15/2015; Ord. 34-17, File No. 160925, App. 2/17/2017, Eff. 3/19/2017; Ord. 99-17, File No. 170206, App. 5/19/2017, Eff. 6/18/2017; Ord. 196-17, File No. 170419, App. 10/5/2017, Eff. 11/4/2017; Ord.

205-17, File No. 170418, App. 11/3/2017, Eff. 12/3/2017; Ord. 202-18, File No. 180557, App. 8/10/2018, Eff. 9/10/2018; Ord. 311-18, File No. 181028, App. 12/21/2018, Eff. 1/21/2019)

AMENDMENT HISTORY

Introductory paragraph amended and designated division (a); Table 151 amended and designated division (b); Ord. 109-11, Eff. 7/29/2011. Division (a) and (b) amended; division (c) added; Ord. 232-14 , Eff. 12/26/2014. Table 151 amended; Ord. 14-15 , Eff. 3/15/2015. Division (a) amended; Ord. 34-17, Eff. 3/19/2017. Divisions (a), (b), and (c) amended; former divisions (c)(1), (2), (4), and (5) deleted; division (c)(3) amended and redesignated division (c)(1); division (c)(2) added; Ord. 99-17, Eff. 6/18/2017. Division (b) amended; Ord. 196-17, Eff. 11/4/2017. Division (a) and Table 151 amended; Ord. 205-17, Eff. 12/3/2017. Table 151 amended; Ord. 202-18, Eff. 9/10/2018. Table 151 amended; former divisions (c)-(c)(1) deleted; former division (c)(2) redesignated as division (c); Ord. 311-18, Eff. 1/21/2019.

Appendix I

Wastewater and Water Calculations

319 Main Street El Segundo, CA 90245 labibfunk.com

LFA
Labib Funk + Associates
Structural | Shoring | Civil Engineers

STAY-OPEN SAN DIEGO
WASTEWATER AND WATER CALCULATIONS
July 6, 2021

PREPARED BY:

LFA Consulting Engineers

319 Main Street

El Segundo, CA 90245

Table of Contents

Appendix

1. Project Description

The STAY OPEN San Diego, LLC (STAY OPEN), as the Project proponent, proposes to develop the southern half of the existing San Diego Unified Port District (District) Annex Building (Annex Building) and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel (Project). The Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and approximately 49,000 square foot landscaped parking area.

2. Sewer

2.1. Sewer Design Criteria

The design for this sewer study was completed per the design criteria listed in the City of San Diego's Sewer Design Guide, dated May, 2015. All gravity sewers have been evaluated to convey peak wet weather flow when flowing half full.

Waste from the proposed building and the existing Annex building to remain will be conveyed to the existing 14" VCP Sewer Main, located immediately east of the proposed building. Which currently conveys waste from the existing Annex Building.

Manning's Equation with an "n" value of 0.013 was used to analyze the VCP gravity sewer downstream of the proposed project.

2.2. Sewer Flow Projections

The on-site sewer flows projections were determined using the proposed square footage of the hotel site. This has been combined with the existing sewer flows from the existing Annex Building to remain to determine postconstruction flows to the 14" VCP Sewer Main. Results are shown in Appendix A. See Appendix B for the Existing Sewer Information.

3. Water

3.1. Water Design Criteria

The design for this water study was completed per the design criteria listed in the City of San Diego's Water Design Guide.

The existing site is served by a 12" CI Water Main in Pacific Coast Highway. There is currently an existing fire hydrant directly in front of the building and another approximately 250 feet to the east which would provide fire coverage for the proposed building. It is assumed that the fire flow from these hydrants meets the the Fire Demands for Commercial development provided in Table 2-3 (4,000 gpm).

Domestic water demand was analyzed to see if the existing water flow, based on current available flow for fire water, could serve the proposed project.

3.2. Sewer Flow Projections

The on-site, Peak Hour Water Demand was determined using the proposed building squae footage of the hotel site as well as the portion of the Annex building to remain. Results are shown in Appendix A. See Appendix B for the Existing Water Information.

4. Conclusions

The total sewer system peak wet weather flow from to the existing 14" VCP Sanitary Sewer Main east of the proposed project would be 0.022cfs, which equates to a dn/D of 0.05. This is well below the 0.5 minimum per the Sewer Design Guide and, therefore, no upgrades to the existing City sewer system should be required as a result of this project.

The Peak Hour Water Demand for the project is approximately 621 gpm, which is less than the existing 4,000 gpm minimum fire water demand available to the site. Therefore, no upgrades to the existing City water system should be required as a result of this project.

Appendix A – Results Tables

SEWER

Line	From MH	To MH	Zone	Area (sf)	Area (Acres)	Density Converstion (Table 1-1)	Equivalent Population Served	Avg. Dry Weather Flow (gpd)	Dry Weather Peaking Factor	Wet Weather Peaking Factor	Peak Wet Weather Flow (Design Flow)			Line Size D (in)	Design Slope (%)	Normal Depth dn (ft)	dn/D
											gpd	mgd	cfs				
A	292	295	Offices	14,000	0.321	38.2	12.3	982	4.00	1.0	3929	0.003929	0.006				
			Hotel	31,000	0.712	43.7	31.1	2488	4.00	1.0	9952	0.009952	0.015				
													0.022	**14"**	**0.7**	**0.71**	**0.051**

WATER

Zone	Area (sf)	Area (Acres)	Unit Water Demand (Table 2-2)	Avereage Annual Demand	Average Annual Demand	Average Annual Demand	Peak Hour Water Demand (Figure 2-1)	
				gallons/day	gallons/year	acre-ft/year	gallons	gpm
Offices	14,000	0.321	5730	1841.6	672183.2	2.1	11234	187.23
Hotel	31,000	0.712	6555	4664.9	1702704.9	5.2	28456	474.27
						7.3		**661.50**

Worksheet for 14" VCP

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.013	
Channel Slope	0.70000	%
Diameter	14.00	in
Discharge	0.022	cfs

Results

Normal Depth	0.71	in
Flow Area	0.02	ft²
Wetted Perimeter	0.53	ft
Hydraulic Radius	0.46	in
Top Width	0.51	ft
Critical Depth	0.06	ft
Percent Full	5.0	%
Critical Slope	0.00754	ft/ft
Velocity	1.09	ft/s
Velocity Head	0.02	ft
Specific Energy	0.08	ft
Froude Number	0.96	
Maximum Discharge	4.84	ft³/s
Discharge Full	4.50	ft³/s
Slope Full	0.00000	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	in
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	in
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	5.05	%
Downstream Velocity	Infinity	ft/s

Worksheet for 14" VCP

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.71	in
Critical Depth	0.06	ft
Channel Slope	0.70000	%
Critical Slope	0.00754	ft/ft

Appendix B – Existing Utility Information

☰ CompassGIS 3125 PACIFIC HWY, SD

Data Correction Form | OpenText | BioMap | IMCAT | Help

Maxar | City of San Diego | Esri, HERE, Garmin, iPC

Powered by Esri

LEGEND

(symbol)	4" STL. STUDS M.L. & PLAS.
(symbol)	CONCRETE WALLS
(symbol)	PRE-CAST CONC. PANELS
(symbol)	8"x8"x8" CONCRETE BLOCK
(symbol)	SOUND INSULATED STL. STUD WALLS
SD / 111	← STANDARD DETAIL / ← DETAIL SHEET NUMBER
52 / A	← SHEET NUMBER / ← DETAIL DESIGNATION
105	ROOM NUMBER - SEE FINISH SCHEDULE
102	DOOR NUMBER - SEE DOOR SCHEDULE

GENERAL NOTES

1. DIMENSIONS ARE GIVEN TO FACE OF STUDS, FURRING, CONC. OR CONC. BLOCK UNLESS OTHERWISE NOTED
2. CEILING HEIGHTS ARE FROM FINISH FLOOR TO FINISH CEILING
3. ALL STEEL STUDS ARE 4" UNLESS NOTED OTHERWISE
4. - CHECK ALL DIMENSIONS ON JOB -

ABBREVIATIONS

ABV.	ABOVE	F.D.	FLOOR DRAIN	R.	RISER
ACOUS.	ACOUSTIC	F.S.	FLOOR SINK	RM.	ROOM
ACT.	ACOUSTIC TILE	FTG.	FOOTING	SECT.	SECTION
ADJ.	ADJUSTIBLE	GALS.	GALLONS	S.S.	SERVICE SINK
ALT.	ALTERNATE	GALV.	GALVANIZED	SHT.	SHEET
ARCH.	ARCHITECTURAL	G.I.	GALVANIZED IRON	SH.	SHOWER
BM.	BEAM	GA.	GAUGE	SPL. BLK.	SPLASH BLOCK
BLKG.	BLOCKING	GL.	GLASS	SQ.	SQUARE
BOT.	BOTTOM	GYP. BD.	GYPSUM BOARD	STD.	STANDARD
BRKT.	BRACKET	HDWE.	HARDWARE	STL.	STEEL
BLDG.	BUILDING	HD.	HEAD	STR.	STRAIGHT
C.I.	CAST IRON	HGT.	HEIGHT	STRUCT.	STRUCTURAL
CAP.	CAPACITY	H.M.	HOLLOW METAL	SW.	SWITCH
C.C.	CENTER TO CENTER	HORIZ.	HORIZONTAL	SYM.	SYMMETRICAL
CTRS.	CENTERS	H.B.	HOSE BIBB	TEL.	TELEPHONE
CLG.	CEILING	HR.	HOUR	TH.	THRESHOLD
CEM.	CEMENT	LAB.	LABELLED	THRESH.	THRESHOLD
CHKD.	CHECKERED	LAV.	LAVDRATORY	T.C.	TIN CLAD
CLR.	CLEAR	LG.	LONG	T.	TREAD
COL.	COLUMN	LBS.	POUNDS	TYP.	TYPICAL
CONC.	CONCRETE	M.H.	MAN HOLE	Q.T.	QUARRY TILE
CONN.	CONNECT	M.O.	MASONRY OPENING	VERT.	VERTICAL
CONST.	CONSTRUCTION	MAX.	MAXIMUM	VEST.	VESTIBULE
CONT.	CONTINUOUS	MET.	METAL	WD.	WOOD
CTSK.	COUNTERSUNK	M.L.&P.	METAL LATH & PLASTER		
DET.	DETAIL	MIN.	MINIMUM	S.S.	STAINLESS STEEL
DIA.	DIAMETER	N.I.C.	NOT IN CONTRACT	I.E.	INVERT ELEVATION
DIM.	DIMENSION	NO.	NUMBER	M.E.S.	METAL EDGE STRIP
DIV.	DIVISION	OBS.	OBSCURE	BEL.	BELOW
DR.	DOOR	O.C.	ON CENTER		
DN.	DOWN	OPNG.	OPENING		
D.S.	DOWN SPOUT	OPP.	OPPOSITE		
DWG.	DRAWING	O.D.	OUTSIDE DIAMETER		
EA.	EACH	PAN.	PANEL		
ELEV.	ELEVATION	PARTN.	PARTITION		
ENT.	ENTRANCE	PLAS.	PLASTER		
EQ.	EQUAL	PL.	PLATE		
EXIST.	EXISTING	PL. GL.	PLATE GLASS		
EXP.	EXPANSION	PT.	POINT		
EXT.	EXTERIOR	PRELIM.	PRELIMINARY		
FIN.	FINISH	PROJ.	PROJECTION		
F.H.C.	FIRE HOSE CABINET	RAD.	RADIUS		
FL.	FLOOR	REG.	REGISTER		

LIST OF DRAWINGS

ARCHITECTURAL

SHT. NO.	TITLE
1	PLOT PLAN & GRADING PLAN
2	GROUND FLOOR PLAN
3	MAIN ROOF PLAN
4	UPPER ROOF PLAN, SECTIONS & DETAILS
5	EXTERIOR ELEVATIONS
6	DOOR SCHEDULE & DETAILS
7	FINISH SCHEDULE & DETAILS
8	REFLECTED CEILING PLAN
9	WALL SECTIONS, EXTERIOR DETAILS & BRIDGE DETAILS
10	INTERIOR DETAILS

STRUCTURAL

S-1	FOUNDATION PLAN, GENERAL NOTES & DETAILS
S-2	ROOF & PENTHOUSE FRAMING PLANS, PENTHOUSE SECTIONS
S-3	SLAB & BEAM SCHEDULES & DETAILS
S-4	CANOPY FRAMING PLANS & DETAILS
S-5	COLUMN, FOOTING & WALL SECTIONS
S-6	RETAINING WALLS & STEEL WALLS
S-7	PEDESTRIAN BRIDGES

MECHANICAL

M-1	MECHANICAL GROUND FLOOR PLAN
M-2	MECHANICAL MAIN ROOF PLAN
M-3	PLUMBING - PART GROUND FLOOR PLAN NORTH
M-4	PLUMBING - PART GROUND FLOOR PLAN SOUTH

ELECTRICAL

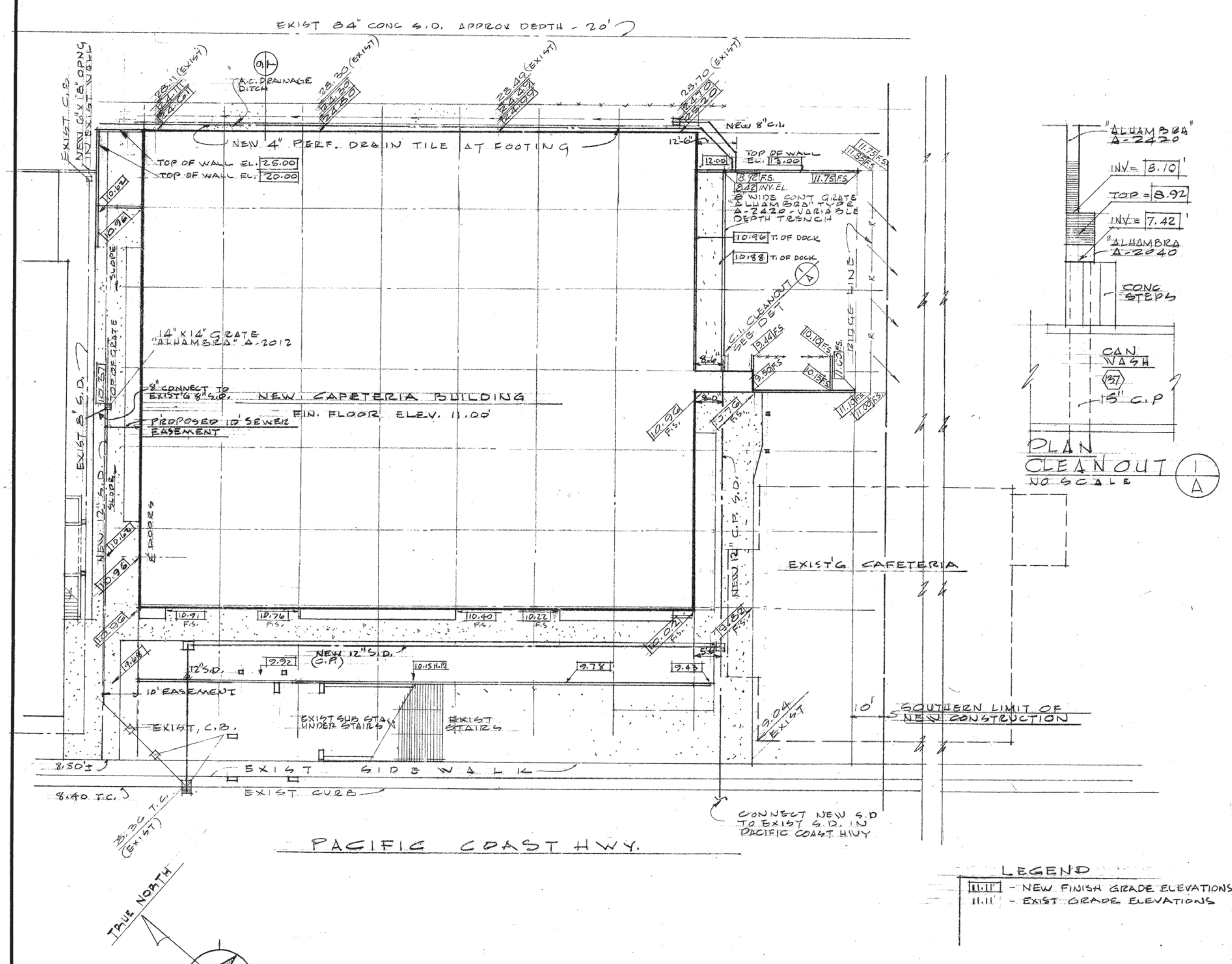
SHT. NO.	TITLE
E-1	SINGLE LINE DIAGRAM & PANEL SCHEDULES
E-2	GROUND FLOOR LIGHTING PLAN
E-3	GROUND FLOOR POWER PLAN
E-4	ROOF PLAN - LIGHTING & POWER

KITCHEN

K-1	PARTIAL KITCHEN EQUIPMENT FLOOR PLAN
K-2	PARTIAL KITCHEN EQUIPMENT FLOOR PLAN & EQUIPMENT SCHEDULE
K-3	PARTIAL KITCHEN EQUIPMENT BASE AND DEPRESSION PLAN
K-4	PARTIAL KITCHEN EQUIPMENT BASE AND DEPRESSION PLAN
K-5	KITCHEN EQUIPMENT DETAILS
K-6	KITCHEN EQUIPMENT DETAILS
K-7	KITCHEN EQUIPMENT DETAILS
K-8	KITCHEN EQUIPMENT DETAILS
K-9	KITCHEN EQUIPMENT DETAILS
K-10	KITCHEN EQUIPMENT DETAILS
K-11	KITCHEN EQUIPMENT DETAILS
K-12	KITCHEN EQUIPMENT TYPICAL DETAILS

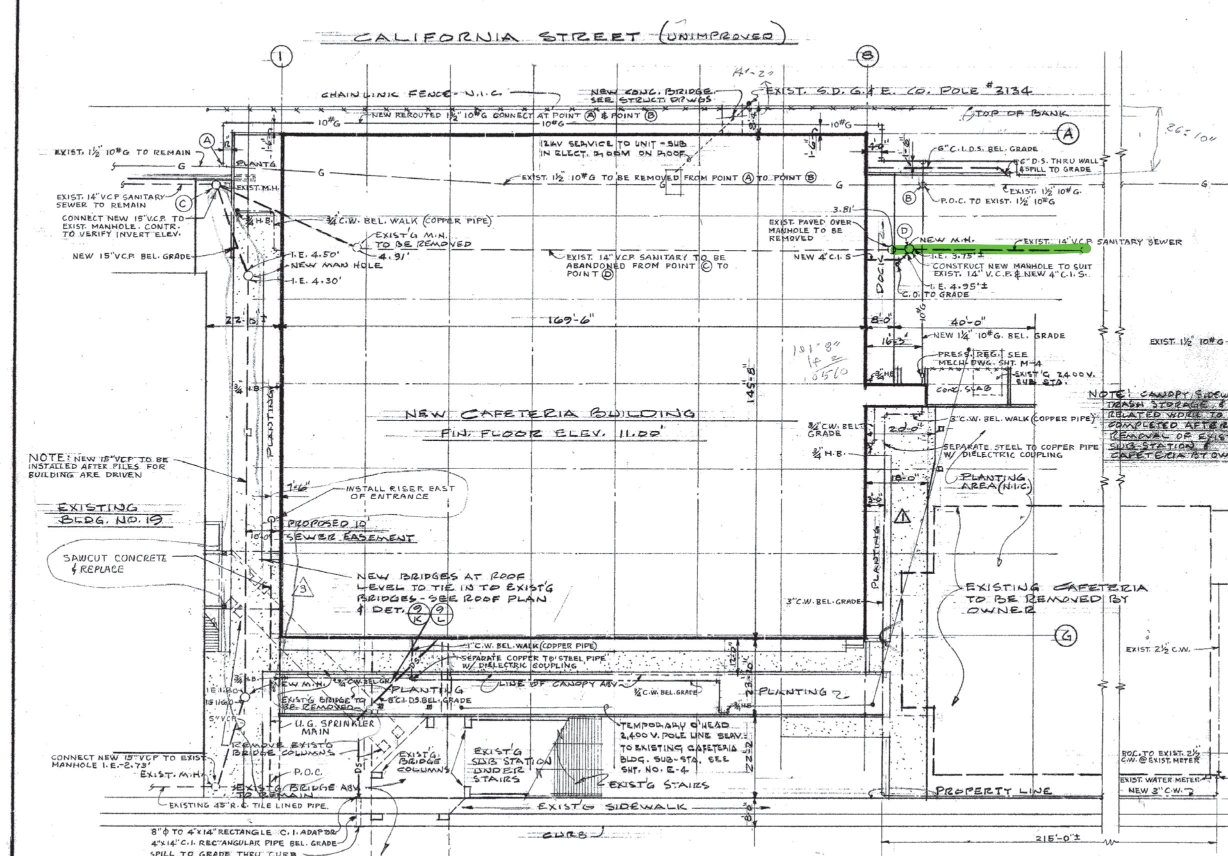
STANDARD DETAILS

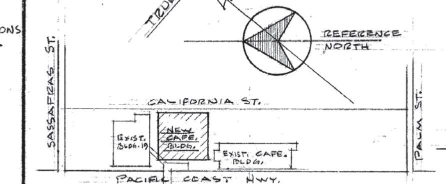
SD-115, 117, 118, 121, 126, 127, 128, 135, 137, 138, 140, 142, 146, 156, 164, 167, 171, 178, 180, 183 & 184



GRADING & DRAINAGE PLAN

SCALE - 1" = 20'





VICINITY MAP

NO SCALE

PLOT PLAN

SCALE 1" = 20'-0"

LEGAL DESCRIPTION

BUILDING TO BE CONSTRUCTED ON A PORTION OF LOT #94, WHOLE OF LOTS #95 AND #96 AND PORTION OF LOT #97, RIGHT OF WAY LOTS, MIDDLETON - JACKSONS PARTITION MAP; AND ON A NORTHERLY PORTION OF PARCEL #1, HARBOR DEPARTMENT, CITY OF SAN DIEGO, MUNICIPAL TIDELAND LEASE WITH CONVAIR, A DIVISION OF GENERAL DYNAMICS

APPROVED FOR CONVAIR

BY ____ DATE ____

ALBERT C. MARTIN AND ASSOCIATES · ARCHITECTS AND ENGINEERS

333 SOUTH BEAUDRY AVENUE, LOS ANGELES 17, CALIFORNIA

CAFETERIA BUILDING FOR CONVAIR

A DIVISION OF GENERAL DYNAMICS CORP.

PACIFIC COAST HWY., SAN DIEGO, CALIF.

JOB NO.	59036
DATE	9-22-59
DATE ISSUED FOR CONST.	
DESIGNED	W.D.
DRAWN	H.L.
CHECKED	J.B. R.P.

TITLE OF SHEET: PLOT PLAN AND GRADING PLAN

SHEET NO. 1 OF 10 SHEETS

AS BUILT

5-21950

PRA 21-746 3165 Pacific Hwy.

City of San Diego Public Utilities Department

Water Main (Potable)

- AS BUILT
- OPERATIONAL
- Water Service
- Water Backflow (Control Valve)

W System Valve

- Butterfly, No, False
- Gate, No, False
- Incorrect Attributes
- 2 ONE 4" AND ONE 2.5" (Dom)
- 3 ONE 4" AND TWO 2.5" (Dom)

W Fitting

- Cap
- Reducer

W Casing

N

0 50 100 200 Feet

THIS MAP/DATA IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Appendix C – City Sewer and Water Design Manuals

The final approved sewer study shall also be submitted electronically in PDF format.

For new development, the planning study must be approved prior to approval of the tentative map. The study shall include all items listed in the minimum intake standards for sewer studies and subsequent reviews shall include an explanation for each review comment.

1.3.1.1 **Capacity**

For new development and/or redevelopment, the planning study shall address the capacity of all sewer collection and trunk sewer systems that will be impacted downstream of the new development and/or redevelopment and shall demonstrate that sewer capacity is available in those systems to accommodate the new development and/or redevelopment (refer to Section 1.7). Authorization and approval to impact any downstream sewer system must be obtained from the reviewing Senior Civil Engineer. If such downstream sewer system has already been identified as critical or sub-critical in a monitoring report, the Senior Civil Engineer may require additional field monitoring to determine if adequate capacity is available.

For an existing development and/or redevelopment, the planning study shall address the existing capacity within the existing sewer collection system, and identify all existing facilities whose capacity will be exceeded by projected sewage flows.

Where available capacity will be exceeded, the planning study shall propose upsizing of sewer facilities in accordance with Subsection 1.3.3.

Where applicable, the DESIGN ENGINEER shall incorporate into the community's existing master sewer plan, including zoning changes and other specific plans, the proposed sewer system amendments resulting from the drainage basin evaluation.

1.3.1.2 **Drainage Basin**

The planning study shall address the sewage generating potential of the entire drainage basin where the development is located. It shall also include current topographic maps of the entire drainage basin and any and all adjacent new developments for which a planning study has not yet been submitted and/or approved. The maps shall demonstrate that no adjacent development, including potential and existing pumped lands outside of the drainage basin and any lands outside of the incorporated boundaries of the City of San Diego with potential to be served but where no current master sewerage plan exists, will be precluded from obtaining sewer service. The planning study shall also show all proposed sewer system alignments (superimposed on planned street alignments) and all potential points of entry of sewage from surrounding lands.

1.3.1.3 **Depth of Mains**

The planning study shall clearly identify all existing and/or proposed facilities which will exceed standard depths for sewer mains as defined in Subsection 2.2.1.5. In cases where proposed sewers will exceed 15 feet in depth, a request for design deviation (ATTACHMENT 2) must be submitted to the Water and Sewer Development Review Senior Civil Engineer with the Sewer Planning Study. A design deviation will only be approved in exceptional cases and when adequate justification is provided. Mains more than 20 feet deep shall also require approval from the Wastewater Collection Division Senior Civil Engineer.

1.3.1.4 **Existing Studies**

The City of San Diego maintains an extensive library of sewer planning studies which were prepared for lands throughout the City. These studies are available for review at the Water and Sewer Development Section, Public Utilities Department. All studies are catalogued by subdivision or trunk sewer name. Logs of sewer flow study analyses for recently monitored trunk sewers and a map of sewers which meet the Regional Water Quality Control Board (RWQCB) criteria for being critical or sub-critical may also be viewed. In addition, information regarding proposed CIP projects within the vicinity of a given project may be requested. In many cases, an addendum or reference to one of the existing planning studies may be acceptable in lieu of an independent study. Concurrent with the preparation of planning studies for sewers proposed to connect to existing canyon sewer mains, a study of flow redirection per Council Policy 400-13 and a cost-benefit analysis per Council Policy 400-14 shall be prepared (Refer to ATTACHMENT 1). An existing analysis of redirection of flows and a cost-benefit analysis, as required by Council Policies 400-13 and 400-14 respectively, may be available for reference for various existing canyon sewers.

1.3.2 **Flow Estimation**

1.3.2.1 **Land Use**

Present or future allowable land use, whichever results in higher equivalent population, shall be used to generate potential sewage flows.

1.3.2.2 **Flow Determination**

Flow definitions and calculation procedures are listed below. All calculations shall be tabulated for each sewer main section (manhole to manhole) in the format shown on Figure 1-2.

Equivalent Population: The equivalent population shall be calculated from zoning information (Ref. Section 1.6). For major new facilities such as high rise apartment buildings, flow rates (assuming one lateral) shall be checked based on the most current, adopted edition of the Uniform Plumbing Code. The most conservative flow rate shall govern.

Daily Per Capita Sewer Flow: The sewer flow for the equivalent population shall be 80 gallons per capita per day (gpcd).

Average Dry Weather Flow (ADWF): Equivalent populations shall be used to calculate the average dry weather flow. The average dry weather flow for each sewer main reach (manhole to manhole) shall be determined by multiplying the total accumulated equivalent population contributing to that reach by 80 gallons per capita per day:

Average Dry Weather Flow = (80 gpcpd) x (Equivalent Population)

Peaking Factor for Dry Weather Flow (PFDWF): The peaking factor is the ratio of peak dry weather flow to average dry weather flow. It is dependent upon the equivalent population within a tributary area. The tributary area is the area upstream of, and including, the current reach for the total flow in each reach of pipe. Figure 1-1, consisting of the table prepared by Holmes and Narver in 1960, shall be used to determine peaking factors for each tributary area. In no instance shall the dry weather flow peaking factor be less than 1.5.

Peak Dry Weather Flow (PDWF): The peak dry weather flow for each sewer main reach shall be determined by multiplying the average dry weather flow by the appropriate peaking factor (Note that peak dry weather flows are not algebraically cumulative as routed through the sewer system, i.e. the peak dry weather flow at any point shall be based on the equivalent population in the basin to that point (Ref. Figure 1-2).

Peak Dry Weather Flow = (Average Dry Weather Flow) x (Dry Weather Flow Peaking Factor)

Peaking Factor for Wet Weather Flow (PFWWF): The peaking factor for wet weather flow is the ratio of peak wet weather flow to peak dry weather flow. It is basin-specific and shall be based on essential information available at the time of the planning study. Information such as historical rainfall/sewage flow data, land use, soil data, pipe/manhole age, materials and conditions, groundwater elevations (post development), inflow and infiltration (I/I) studies, size, slope and densities of the drainage basin, etc., should be utilized in the wet weather analysis to estimate the peaking factor for wet weather. Upward adjustments shall be made in areas with expected high inflow and infiltration (i.e. high ground water or in areas with lush landscaping schemes). Flow meters are installed throughout the City's sewer system. Flow data collected from these meters are available upon request. The objective of this analysis is to quantify the magnitude of peak wet weather flow with a 10-year return period on a statistical basis.

The Senior Civil Engineer overseeing the preparation of the planning study shall coordinate with the City Sewer Modeling Group for approval of the peaking factors to be used for design.

Peak Wet Weather Flow (PWWF): The peak wet weather flow (or design flow) for a gravity sewer main reach shall be determined by multiplying the peak dry weather flow (ref. Figure 1-2) by the appropriate wet weather peaking factor. The peak wet weather flow is the design flow for a gravity sewer main. It is determined at any point in the system based on the associated upstream average dry weather flow in the basis to that point times the peaking factor for wet weather.

Peak Wet Weather Flow = (Peak Dry Weather Flow) x (Wet Weather Peaking Factor)

1.3.3 Pipe Sizing Criteria

1.3.3.1 Hydraulic Requirements

Manning's formula for open-channel flows shall be used to calculate flows in gravity sewer mains. Manning's coefficient of roughness "n" shall be assumed to be 0.013 for all types of sewer pipe. Sewer grades shall be designed for velocities of 3 to 5 feet per second (fps) where possible. This is extremely important in areas where peak flow will not be achieved for many years. The minimum allowable velocity is 2 fps at calculated peak dry weather flow, excluding infiltration. Sewer mains that do not sustain 2 fps at peak flows shall be designed to have a minimum slope of 1 percent. Additional slope may be required by the Senior Civil Engineer where fill of varied depth is placed below the pipe in order to provide adequate slope after expected settlement occurs. The maximum allowable velocity shall be 10 fps and shall be avoided by adjusting slopes, by increasing the pipe diameter, or by utilizing a vertical curve transition to lower velocities per subsections 2.2.4 and 2.2.9.4. If the Senior Civil Engineer approves a velocity greater than 10 fps, the pipe shall be upgraded to SDR 18 PVC (standard dimension ratio polyvinyl chloride), concrete-encased VC (vitrified clay), or PVC sheet-lined reinforced concrete pipe.

1.3.3.2 **Slope**

Slope shall be calculated as the difference in elevation at each end of the pipe divided by the horizontal length of the pipe, and shall be a constant value between manholes.

1.3.3.3 **Ratio of Depth of Flow to Pipe Diameter (d_n/D)**

New sewer mains 15 inches and smaller in diameter shall be sized to carry the projected peak wet weather flow at a depth not greater than half of the inside diameter of the pipe (d_n/D not to exceed 0.5). New sewer mains 18 inches and larger shall be sized to carry the projected peak wet weather flow at a depth of flow not greater than 3/4 of the inside diameter of the pipe (d_n/D not to exceed 0.75).

1.3.3.4 **Minimum Pipe Sizes**

The size of a sewer pipe is defined as the inside diameter of the pipe. Sewer mains shall be a minimum of 8 inches in diameter in residential areas, and a minimum of 10 inches in commercial, industrial, and high-rise building areas.

1.3.4 **Sewer Study Exhibit Criteria**

The DESIGN ENGINEER's sewer study exhibits shall be used to evaluate hydraulics and to establish minimum street and easement widths. Therefore, these documents need to reflect depths and separation of mains from other utilities and improvements. Refer to the Minimum Intake Standards for Sewer Studies in Subsection 1.8.

1.3.5 **Private On-Site Wastewater Treatment and Reuse**

Refer to Attachment 6 for permitting guidelines of private on-site wastewater treatment and reuse in the City of San Diego.

1.4 **SEPARATION OF MAINS**

1.4.1 **Horizontal Separation**

1.4.1.1 **Wet Utilities**

The separation of water, sewer, reclaimed water mains, and storm drains shall comply with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers*. At least 10 feet of horizontal separation shall be maintained between the nearest outer surfaces of sewer lines and potable water mains. More stringent separation requirements may be necessary if unusual conditions, such as high groundwater levels or large diameter mains, exist (Ref. State of California "Blue Book"). If a horizontal separation of 10 feet or other requirement is not possible, a deviation from standards may be permitted by the City provided the structural integrity of both the pipe and the pipe joints is upgraded in accordance with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers - Special Provisions*, and provided it has been reviewed and written approval has been obtained from the California Department of Health Services, Drinking Water Field Operations Branch. This deviation is not applicable for subdivisions, or where sewers are placed in new streets. Lateral connections to sewer mains typically do not meet the upgraded joint requirements for reduced separation. All installations of sewer mains which fail to comply with the basic separation standards must be reviewed and approved by the State of California Department of Health Services. For separation from curbs, see Subsection 2.2.5.2. For separation from structures, see Subsections 2.2.5.8 and 2.2.5.9.

1.4.1.2 Separation for Dry Utility Pipes and Cable Conduits

Other utility pipes, conduits, and cable lines shall be governed by their respective franchise agreement with the City of San Diego. A minimum 10-foot horizontal separation is desirable between sewer mains and any other utility infrastructure. Separations of less than 10 feet must be approved by the Senior Civil Engineer of Water and Sewer Development Section, Public Utilities Department. Additional separation may be required for sewer mains which exceed 10 feet in depth. The DESIGN ENGINEER shall consider the relative depth of adjacent utilities and the stability of the soils where the sewer shall be constructed when designing the separation from other utilities. Refer to San Diego Regional Standard Drawing (SDRSD) M-22 and City of San Diego Drawing SDM-111 for standard locations of utilities in streets.

1.4.2 Vertical Separation

1.4.2.1 Shallow Mains, General

Shallow mains require a special design. Review and written approval is required from the California Department of Health Services, Drinking Water Field Operations Branch for deviations from vertical separation requirements for water and sewer utilities. For mains less than 4 feet deep, special design shall be required for live and dead loads and vertical cyclical deflections which shall include an evaluation to demonstrate zero deflection in the pavement.

1.4.2.2 Parallel Mains

Potable water, reclaimed water, and sewer mains shall be located at various depths below the ground surface, in order of descending water quality. Potable water pipelines shall be located above both reclaimed water pipes and sewer mains, and reclaimed water mains shall be located above sewer mains. A minimum vertical separation of one foot shall be provided between the top and bottom surfaces of the pipes in the same street or easement.

1.4.2.3 Crossing Mains

A minimum vertical separation of 12 inches shall be provided between the top and bottom surfaces of crossing utility conduits and shall comply with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers*. Separation measurements shall be taken from the outer most surface of any pipeline protection (i.e. concrete encasement or steel sleeve) which may be installed. Where the vertical separation is less than 12 inches, a request for design deviation (ATTACHMENT 2), with justification, shall be submitted for review. If approved, for pipes 12 inches or less in diameter, a 12-inch sand cushion, or alternatively a minimum 6-inch sand cushion with 1 inch neoprene pad shall be used. Separations of less than 7 inches will not be allowed by the City. For skewed main crossings, see Subsection 2.2.6. Mains crossing large facilities shall evaluate deflection across the span, changes in hydraulics due to change of slope, shear forces, and special joint designs to account for pipe movement.

1.5 PUMP STATION PLANNING CRITERIA

If at all possible, the construction of a sewer pump station is to be avoided. However, in cases where constraints such as topography and environmentally sensitive habitat dictate, a pump station may be necessary (Ref. Council Policies 400-13 and 400-14 – ATTACHMENT 1). The DESIGN ENGINEER shall analyze the planning area for the sewer system to minimize the number of units to be pumped and to design the shortest possible force main. In cases where only a small tributary area is to be served by a pump station, the City will accept the facility as public only if it can be shown that the capitalized cost of facility replacement and maintenance will not exceed 50 percent of the standard sewer fees for the area to be served. Otherwise, the pump station must be privately owned, maintained and operated. In cases where a pump station will be a public facility, specific criteria for the design, construction, and operational testing of sewer pump stations are given in Chapter 7.

1.5.1 Pump Station Design Capacity

The Pump Station Design Capacity shall be calculated as follows:

<u>Pump Station Design Capacity (PSDC)</u>: Pump stations shall be designed to pump the calculated peak wet weather flow from the upstream tributary area.

<u>Pump Station Reserve Capacity Factor (PSRCF)</u>: This is a safety factor that takes into account that service pumps will generally not be operating at their

full intended design capacity due to mechanical wear and the subsequent loss of efficiency, and increases in force main friction loss due to the deposition of solids and grit. The reserve capacity factor shall be 1.0 if two (2) hours emergency storage (Ref. Subsection 7.2.6.7) or six hours emergency storage (Ref. Subsection 7.2.7) are provided. Where this storage is not provided in design, then a reserve capacity factor greater than 1.0 shall be used and an appropriate factor shall be evaluated for approval, on a case-by-case basis, by the Wastewater Collections Division Senior Civil Engineer.

Pump Station Design Capacity = (Peak Wet Weather Flow) x (Pump Station Reserve Capacity Factor)

1.5.2 Private Pump Stations

Private pump stations (privately-owned and operated) serving more than one lot shall not be located in the public right-of-way. The capacity for private pump stations shall be determined in the same manner as for public pump stations. Station wet well detention times shall not exceed 4 hours. A planning study for the pump station outlining capacity of the pumps, equivalent dwelling units (EDU) served, capacity of the wet well, detention times, length and size of the force main, and provision of any odor control equipment shall be submitted for review to Water and Sewer Development Review, Public Utilities Department. Private pump stations shall require separate structural, mechanical, and electrical permits from the City of San Diego, Development Services Department, Building Review Division. However, private pump station plans are not reviewed for compliance with City of San Diego Sewer Design Guide Chapter 7 criteria. As such, it shall be the responsibility of the DESIGN ENGINEER to ensure that all private pump stations are adequately sized, have sufficient redundant measures (dual force mains, back-up power supply, auto dialer alarm system to a licensed plumber with 24-hour response, etc.), and comply with all applicable local, state, and federal regulations. In the design of such facilities, the DESIGN ENGINEER shall utilize sound engineering judgment to provide for an adequate design for any potential failure during the service life of the pump station. If a developer elects to construct a private sewer system including a sewer pump station, then a letter of agreement must be executed over all lots served in the subdivision if the pump station will serve two or more lots. A copy of this agreement is available at the City Plan Check Counter and the City Website http://www.sandiego.gov/mwwd/business/sewer. Also required is a recorded copy of the CC&R's for the home or business owners association, outlining the responsibility and maintenance requirements for the shared private improvements.

1.6 ZONE - DENSITY CONVERSIONS

Table 1-1 shall be used in planning studies to determine the equivalent population for a given land use. These tabulated figures represent a general case analysis. When more accurate or detailed information, such as fixture unit counts, is available, Table 1-1 shall not be used. For more information on the requirements of the zones shown in Table 1-1, refer to Chapter 13 of the City of San Diego Municipal Code.

1.7 REQUIRED CAPACITY IN EXISTING SEWER SYSTEMS DOWNSTREAM OF NEW FACILITIES

1.7.1 Required Capacity Downstream of New Gravity Sewers

For a new development, the projected peak wet weather flow from the proposed system (ref. Subsection 1.3.2.2) will be added to the field measured maximum flow in the downstream sewer to determine if the projected d_n/D is in compliance with the depth criterion described in Subsection 1.3.3.3. If this criterion is not met, a comprehensive sewer study of the area shall be prepared.

The downstream system shall be studied to the point in the system where the projected peak wet weather flow from the proposed new development is less than 10% of the total flow. All sewers to this point are required to carry the total flow per the depth criterion described in the above paragraph. The existing system to be studied shall not be less than two pipe reaches (i.e. manhole to manhole) from the point of discharge of the new development into the existing system.

1.7.2 Required Capacity Downstream of New Pump Stations

In developed lands, the discharge of the pump station design capacity from the proposed new development will be added to the field measured maximum flow in the existing downstream sewer to determine if the projected d_n/D will comply with the depth criteria described in Subsection 1.3.3.3. If these criteria are not met, a comprehensive sewer study of the area shall be prepared.

The sewer system downstream of the pump station shall be designed for cyclical pumping operation (i.e. on-off pumping). Use the design discharge capacity of the pump station for the tributary area. As a rule of thumb, the cyclical effect in single family residential may be considered negligible when the pump station’s discharge is less than 10% of the total flow. For other density types consult with the Senior Engineer. All sewers to this point are required to carry the total flow per the depth criterion described in the above paragraph. The proposed new system shall discharge at a point not less than two pipe reaches (i.e. manhole to manhole) away the existing system.

1.7.3 **Odor Control**

The DESIGN ENGINEER shall design the wastewater system so that objectionable odors are not discharged into the atmosphere or through plumbing vents. Odors are caused by organic biologic activity and the location of the problematic area in the system is not always predictable.

The DESIGN ENGINEER shall account for the possibility of odors developing as the subdivisions build out including setting right of way aside that has good access for the locations of odor control equipment. The developer will modify the system up to one year after final occupancy of the drainage basin.

Some of the properties that impact odor may include the following:

- sewage detention times
- force main discharge points
- submerged flow at siphons
- locations with turbulent flow
- flat slopes
- type of discharge content including industrial waste discharge
- temperature and weather conditions

Odor control may include chemical injection such as calcium nitrate or other approved chemicals, or installation of an activated carbon system, or both.

1.8 **MINIMUM INTAKE STANDARDS FOR SEWER STUDIES**

At a minimum, include the following items on the exhibit and within the body of all wastewater planning studies for new sewer development projects:

a. Internal order numbers, tentative map numbers, and any discretionary permit numbers [i.e. Conditional Use Permit (CUP), Planned Residential Development (PRD), or Planned Industrial Development (PID)].

b. Project name.

c. Vicinity map.

d. Scale of sufficient size to accommodate the details required by this list. Minimum Scale will be 1 inch = 100 feet.

e. Reference drawing numbers for existing sewer mains.

f. Limits of the project area.

g. Streets with names or distinguishing labels and dimensions.

h. All existing and proposed utilities with adequate separation, whether in streets, side yards, or canyon slopes. Cross sections shall show dry and wet utilities.

i. Existing and proposed sewer mains labeled as public or private.

j. Deviation requests for all sewer mains which exceed standard depths.

k. All existing and proposed "sewer access" easements. Indicate whether these will be permanent, to be abandoned after construction, or will be dedicated.

l. Paved width of all easements and connections to streets and manholes.

m. Typical bench section for limits of easement width and paving.

n. Topography of the entire drainage basin and the proposed development.

o. Elevations for existing and proposed grades throughout the project area. A reference copy of the proposed grading plans may be provided instead, if applicable.

p. Manhole numbers and reach or pipe segment numbers for ease of comparison with the flow data in the Sewer Study Summary (Figure 1-2). Label all points of connection where project flows discharge to existing facilities and, where applicable, to the terminus of the study area. For off-site sewer mains, show information for a minimum of two reaches upstream and downstream in accordance with Subsection 1.7.1. Also identify all existing sewer mains in the Remarks column of Figure 1-2 - Sewer Study Summary.

q. Pipes labeled with size, type, flow direction, and slope.

r. Manholes, within the limits of the project area, shown with rim elevation and invert elevation. Note that sewer depth information is more critical where the mains are not at standard depths (refer to section 2.2.1.5), where they are located in easements, where off-site flows join the project area, or where grading is proposed over existing facilities.

s. Number of Dwelling Units per Pipe Reach. Equivalent dwelling units per each reach shall be identified from the most upstream manhole to the downstream end of the project boundary.

t. Land use areas labeled as single family residential, multi-family residential, commercial, industrial, schools, parks, open space, multiple habitat preservation area (MHPA), multiple species conservation program area (MSCP), stream beds or 100-year flood area.

u. Location of all proposed pump stations. Label all pump stations as public or private. For public pump stations, show access roads and lots as dedicated in fee title to the City of San Diego. All pipe systems upstream of private pump stations shall be clearly labeled “private”.

v. Location of any sewer facilities proposed in canyons and environmentally sensitive lands. Show any required sewer access roads in order to implement the Sewer Maintenance Plan to be developed as part of the planning study (refer to Council Policy 400-13 - ATTACHMENT 1).

w. List any documents or studies that are incorporated by reference into the report. Do not include copies of the reports in the sewer study if they are part of the Public Utilities Department’s Library.

x. Master plan of the project area, when requested.

y. As-built plans of existing facilities where any point of connection is planned.

z. Flow metering data, when requested.

TABLE 1-1
CITY OF SAN DIEGO SEWER DESIGN GUIDE
DENSITY CONVERSIONS

Zone	Maximum Density (DU/Net Ac)	Population per DU	Equivalent Population (Pop/Net Ac)
AR-1-1, RE-1-1	0.1	3.5	0.4
RE-1-2	0.2	3.5	0.7
AR-1-2, RE-1-3	1	3.5	3.5
RS-1-1, RS-1-8	1	3.5	3.5
RS-1-2, RS-1-9	2	3.5	7.0
RS-1-3, RS-1-10	3	3.5	10.5
RS-1-4, RS-1-11	4	3.5	14.0
RS-1-5, RS-1-12	5	3.5	17.5
RS-1-6, RS-1-13	7	3.5	24.5
RS-1-7, RS-1-14	9	3.5	31.5
RX-1-1	11	3.4	37.4
RT-1-1	12	3.3	39.6
RX-1-2, RT-1-2, RU-1-1	14	3.2	44.8
RT-1-3, RM-1-2	17	3.1	52.7
RT-1-4	20	3.0	60.0
RM-1-3	22	3.0	66.0
RM-2-4	25	3.0	75.0
RM-2-5	29	3.0	87.0
RM-2-6	35	2.8	98.0
RM-3-7, RM-5-12	43	2.6	111.8
RM-3-8	54	2.4	129.6
RM-3-9	73	2.2	160.6
RM-4-10	109	1.8	196.2
RM-4-11	218	1.5	327.0

TABLE 1-1
CITY OF SAN DIEGO SEWER DESIGN GUIDE
DENSITY CONVERSIONS (Continued)

Zone	Maximum Density (DU / Net Ac)	Population Per DU	Equivalent Population (Pop/Net Ac)
Schools/Public	8.9	3.5	31.2
Offices	10.9	3.5	38.2*
Commercial/Hotels	12.5	3.5	43.7*
Industrial	17.9	3.5	62.5*
Hospital	42.9	3.5	150.0*

Figures with asterisk (*) represent equivalent population per floor of the building.

Definitions:
DU = Dwelling Units
Ac = Acreage
Pop = Population

Net Acreage is the developable lot area excluding areas that are dedicated as public streets in acres. Gross Area is the entire area in acres of the drainage basin, including lots, streets, etc.

For undeveloped areas, assume Net Acreage = 0.8 x Gross Area in Acres

For developed areas, calculate actual Net Acreage.

Tabulated figures are for general case. The tabulated figures shall not be used if more accurate figures are available.

Population is based on actual equivalent dwelling units (EDU) or the maximum estimate obtained from zoning.

Conversion of Fixture Units to Equivalent Dwelling Units (EDU): The Water Meter Data Card, maintained by the Development Services Department, contains a table of plumbing fixtures that should be used for determining the equivalent dwelling units (EDU's) for the purpose of estimating the rate of wastewater generation in residential, commercial, or industrial areas. Currently, the basis for conversion is: 20 fixtures = 1 EDU and 1 EDU = 280 gallons of wastewater per day.

In high rise building areas, flow rates shall be based on the most current, adopted edition of the applicable Plumbing Code, assuming one lateral per area. The most conservative flow rate shall govern.

PUBLIC UTILITIES DEPARTMENT

PEAKING FACTOR FOR SEWER FLOWS
(Dry Weather)

Ratio of Peak to Average Flow*
Versus Tributary Population

Population	Ratio of Peak to Average Flow	Population	Ratio of Peak to Average Flow
200	4.00	4,800	2.01
500	3.00	5,000	2.00
800	2.75	5,200	1.99
900	2.60	5,500	1.97
1,000	2.50	6,000	1.95
1,100	2.47	6,200	1.94
1,200	2.45	6,400	1.93
1,300	2.43	6,900	1.91
1,400	2.40	7,300	1.90
1,500	2.38	7,500	1.89
1,600	2.36	8,100	1.87
1,700	2.34	8,400	1.86
1,750	2.33	9,100	1.84
1,800	2.32	9,600	1.83
1,850	2.31	10,000	1.82
1,900	2.30	11,500	1.80
2,000	2.29	13,000	1.78
2,150	2.27	14,500	1.76
2,225	2.25	15,000	1.75
2,300	2.24	16,000	1.74
2,375	2.23	16,700	1.73
2,425	2.22	17,400	1.72
2,500	2.21	18,000	1.71
2,600	2.20	18,900	1.70
2,625	2.19	19,800	1.69
2,675	2.18	21,500	1.68
2,775	2.17	22,600	1.67
2,850	2.16	25,000	1.65
3,000	2.14	26,500	1.64
3,100	2.13	28,000	1.63
3,200	2.12	32,000	1.61
3,500	2.10	36,000	1.59
3,600	2.09	38,000	1.58
3,700	2.08	42,000	1.57
3,800	2.07	49,000	1.55
3,900	2.06	54,000	1.54
4,000	2.05	60,000	1.53
4,200	2.04	70,000	1.52
4,400	2.03	90,000	1.51
4,600	2.02	100,000+	1.50

***Based on formula:** **Peak Factor = 6.2945 x $(pop)^{-0.1342}$**
(Holmes & Narver, 1960)

FIGURE 1-1

Chapter 2

WATER DEMANDS AND SERVICE CRITERIA

2.1 General

This chapter outlines planning procedures to estimate water demands and fire flows. Water system service requirements are also defined in terms of water pressure and reservoir storage.

2.2 Service Area

The DESIGN CONSULTANT defines the project's service area and identifies the pressure zones in which it is located. The Senior Civil Engineer in charge of either Water Planning and Project Development, or Planning and Development Review Water Review Section, approves the service area boundaries.

2.3 Land Use and Residential Population

The DESIGN CONSULTANT develops present and future land use maps for the service area to define the following land use categories: residential (by zone in accordance with Table 2-1), central business district, commercial and institutional, parks, hospitals, hotels, industrial, office, and schools.

The DESIGN CONSULTANT estimates the residential population in the service area based on present and future allowable land use. Unless more accurate population density estimates are available, the residential population in the service area is estimated based on the figures presented in Table 2-1.

Table 2-1
Residential Population Density

Zone	Dwelling Unit Density (dwelling unit/net acre)	Unit Density (persons/dwelling unit)	Population Density (persons/net acre)
A-1-10	0.1	3.5	0.4
A-1-5	0.2	3.5	0.7
A-1-1	1	3.5	3.5
R-1-40	1	3.5	3.5
R-1-20	2	3.5	7.0
R-1-10	4	3.5	14
R-1-5	9	3.5	32
R-2	14	3.2	45
R-2A	29	3.0	87
R-3	43	2.6	112
R-3A	73	2.2	161
R-4	109	1.8	196
R-4C	218	1.5	327

Dwelling unit density in Table 2-1 is based on net area. The net area is measured in acres, and is 80% of the gross area for each residential zone.

2.4 Average Annual Water Demands

For most projects, average annual water demands are determined based on the unit water demand criteria presented in Table 2-2.

Table 2-2
Unit Water Demands

Land Use Category	Unit Water Demand
Residential	150 gallons/person-day
Central Business District	6000 gallons/net acre-day
Commercial and Institutional	5000 gallons/net acre-day
Fully Landscaped Park	4000 gallons/net acre-day
Hospitals	22500 gallons/net acre-day
Hotels	6555 gallons/net acre-day
Industrial	6250 gallons/net acre-day
Office	5730 gallons/net acre-day
Schools	4680 gallons/net acre-day

Average annual water demands are calculated as the sum of: (1) the residential water demand, and (2) other water demands for each land use category as follows:

Residential Water Demand (gallons/day) = Residential Population x 150 gallons/person-day

Other Water Demand (gallons/day) = Land Use Area by Category (net acres) x Unit Water Demand for Each Land Use Category (gallons/net acre-day)

Average Annual Water Demand (gallons/day) = Residential Water Demand + Other Water Demands

On some projects, particularly large residential developments, using the unit water demands in Table 2-2 may generate unrealistically high estimates of water requirements. For these large projects, the DESIGN CONSULTANT or developer may request that the CIP Project Manager consider an alternative approach, making use of the City's water demand distribution data developed for macroscale planning purposes. Similarly, the CIP Project Manager may also consider alternative unit water demand estimates for specific land use types where such estimates are based on detailed demand evaluations.

2.5 Peak Water Demands

Unless the project involves a large development that calls for an alternative approach, peak hour and maximum day water demands are estimated using the peaking factors presented in Figures 2-1 and 2-2. These peaking factors correspond to the zones identified in Figure 2-3.

FIGURE 2-1
PEAK HOUR DEMAND FACTOR

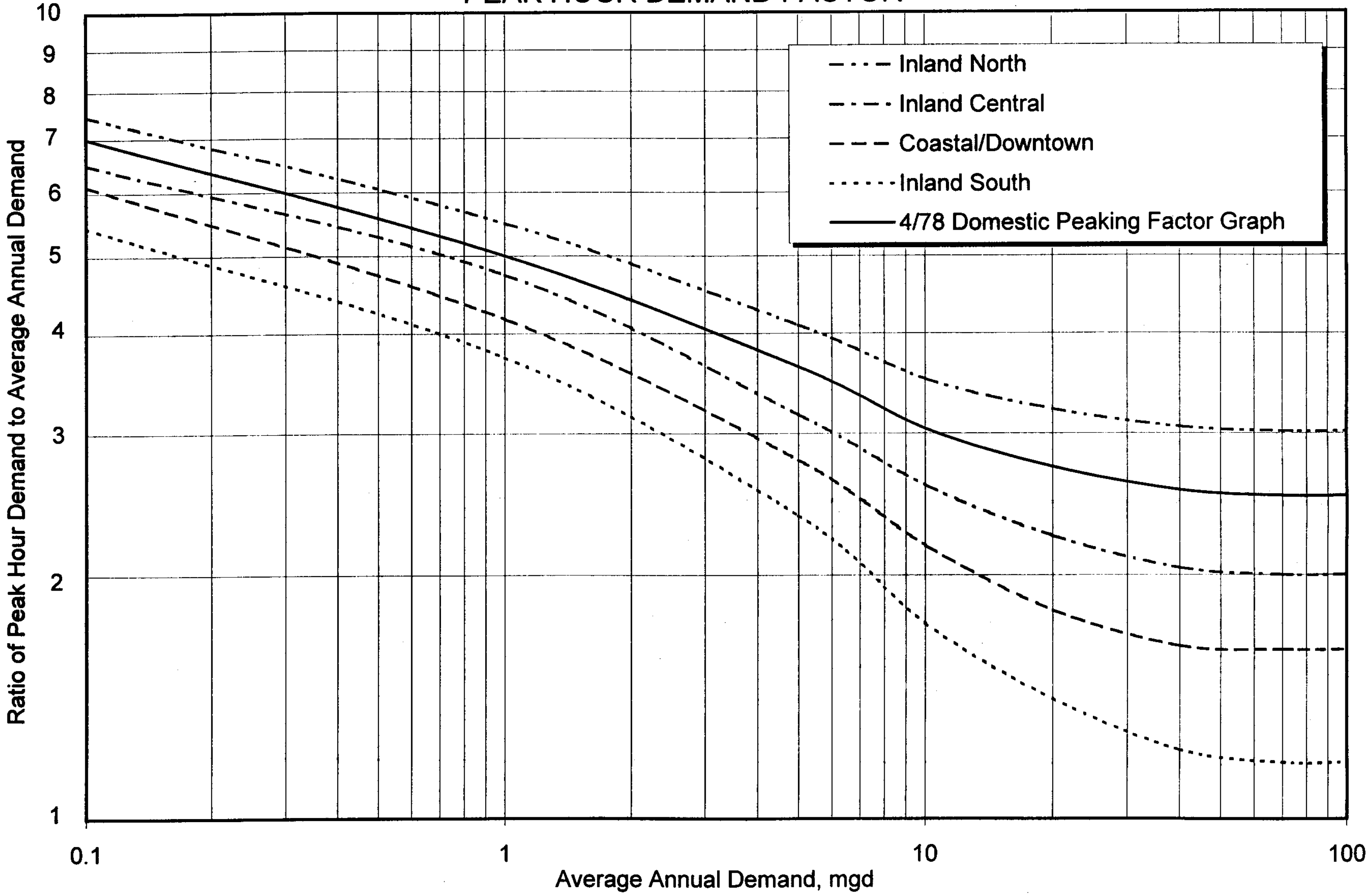
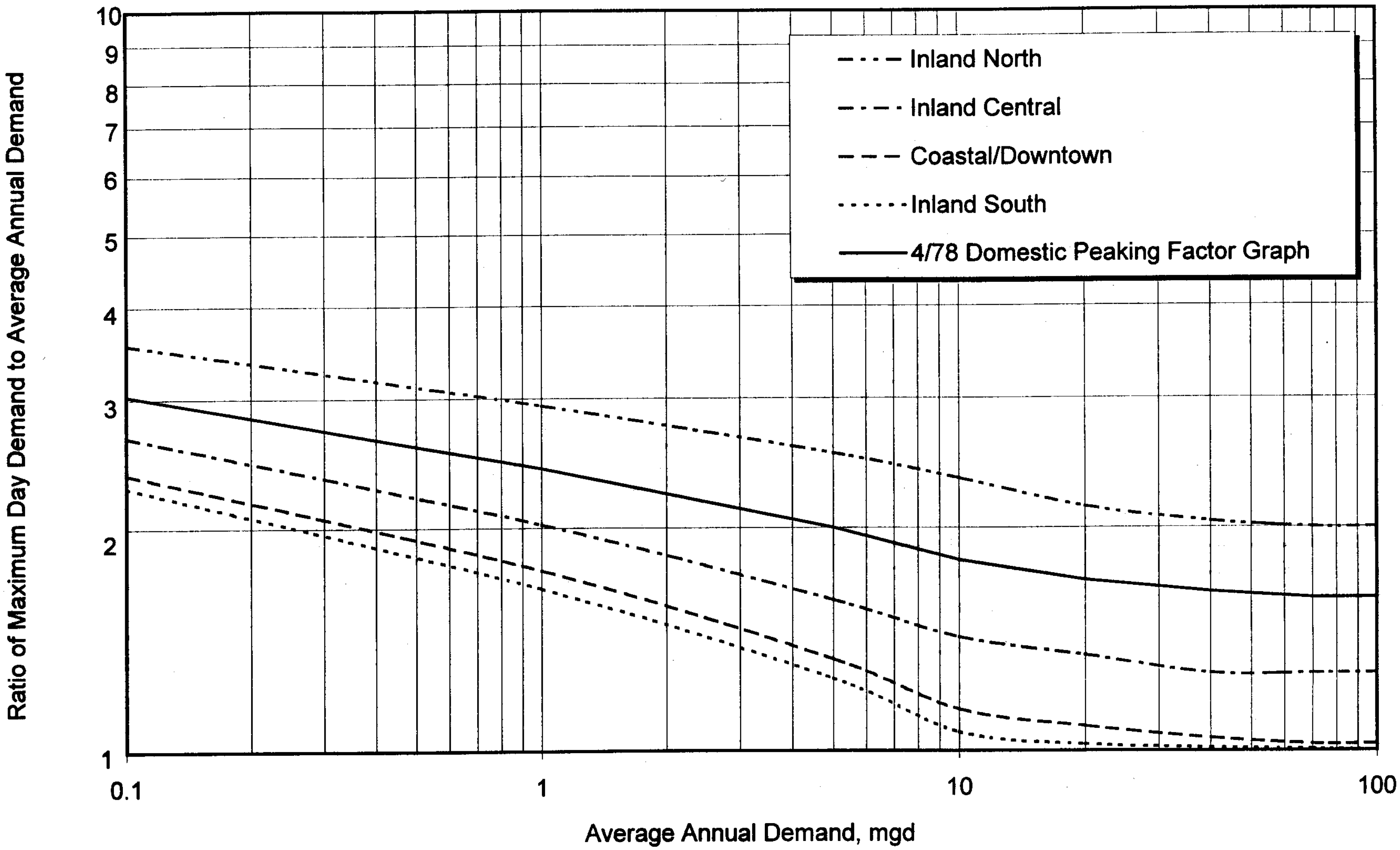
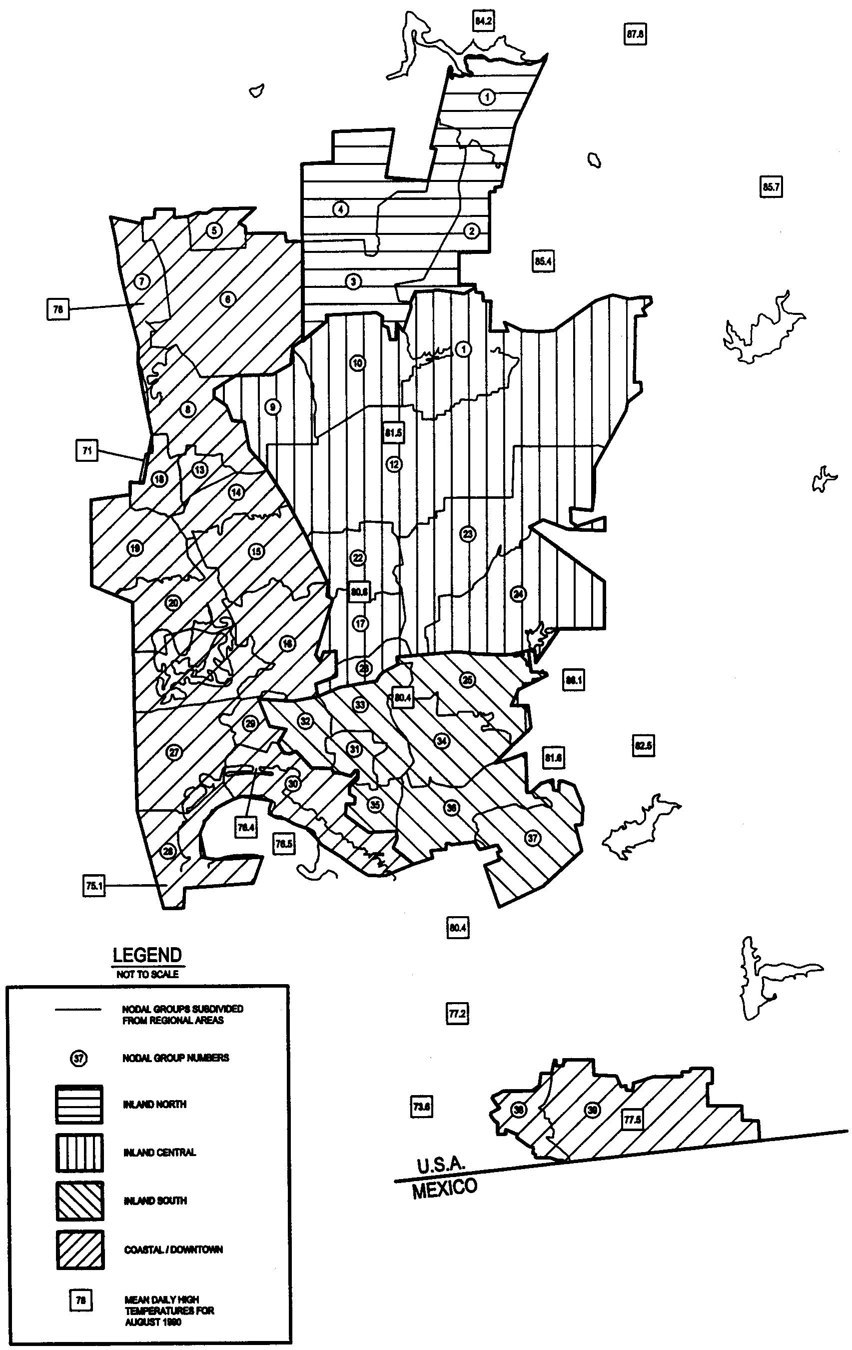


FIGURE 2-2
MAXIMUM DAY DEMAND FACTOR



PEAKING FACTOR ZONES
(BOUNDARIES BASED ON LAND USE GROUPINGS)

FIGURE 2-3



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Peak water demands are estimated as follows:

Peak Hour Demand = Average Annual Water Demand * Peak Hour Demand Ratio

Maximum Day Demand = Average Annual Water Demand * Maximum Day Demand Ratio

2.6 Fire Demands

The DESIGN CONSULTANT estimates fire demands flows by using the *Fire Suppression Rating Schedule*, Edition 6-80, Section 1 (Public Fire Suppression), published by the Insurance Services Office.

The fire flow duration for planning purposes is at least five hours. In general, minimum required fire demands for design are shown in Table 2-3.

Table 2-3
Fire Demands for Design Purposes

Development Type	**Fire Demand** (gpm)
Single family residential	2,000
Duplexes	2,500
Condominiums and apartments	3,000
Commercial	4,000
Industrial	6,000

Should application of the ISO methodology result in figures lower than those shown in Table 2-3, the CIP Project Manager may approve the ISO figures on a case-by-case basis following submittal of supporting calculations.

The required fire demand must be supplied from at least two fire hydrants within a maximum radius of 750 feet from the fire.

2.7 Pressure Criteria

2.7.1 Design Pressures

Water systems must be designed to provide the minimum residual pressures given:

(1) maximum day demands plus fire demand conditions, or
(2) peak hour demand conditions.

In analyzing the supply to a pressure zone, the minimum hydraulic grade line elevation available from the water source is used, a level that typically occurs during dry weather conditions. The maximum static pressure in gravity systems is determined from reservoir overflow elevations and/or the discharge control setting on pressure reducing valves, whichever is greater. The maximum static pressure in pumped systems is determined from reservoir overflow elevations or pump shutoff levels, whichever is greater.

2.7.2 Operating Pressures

The basic pressure criteria for water system design are shown in Figure 2-4. Every water main in each pressure zone must be capable of supplying a minimum static pressure of 65 psi with no demand on the system. Operating pressures under the maximum day demand condition in the system (remote from a fire) or under peak hour demand conditions must fall no more than 25 psi below the static pressure with no demand on the system, and residual water main pressure must be at least 40 psi. Operating pressures are determined in the distribution system pipelines, excluding losses through service connections and building plumbing, and are measured relative to adjacent building pad elevations.

When analyzing a system with one source of supply (either a reservoir or a pipeline) out of service, pressures may fall more than 25 psi below static pressure with no demand on the system, but in no event may the pressure fall more than 40 psi.

2.7.3 Pressure Requirements During Fires

For the simulation of fire conditions, a minimum operating pressure of 20 psi is required in the mains (measured relative to the building pad elevation) in the vicinity of the fire, and a drop in pressure of no more than 25 psi below static is desirable for the remainder of the system. The residual pressure is determined given the fire demand concentrated at a hydrant within a radius of 750 feet of the fire, and with simultaneous water consumption occurring at the maximum day rate.

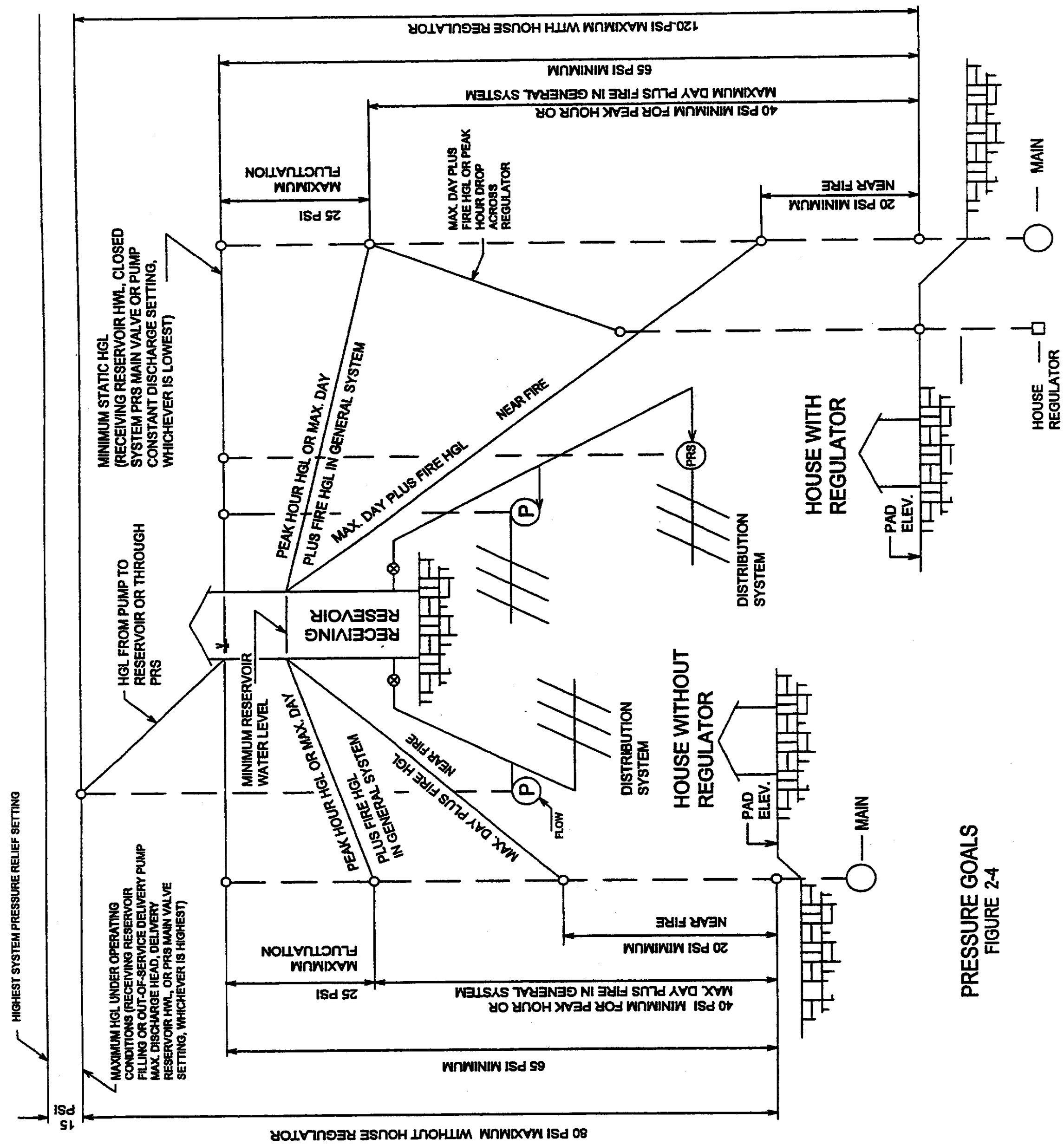
For water systems with available storage, the residual pressures in the distribution system during a fire are maintained given the following conditions:

- The water level in the storage facility at the time of the fire is at or near the minimum level that typically occurs with normal diurnal demands, and
- The prescribed 5-hour fire duration is coincident with the 5-hour period of highest water demands.

2.8 System Reliability

Water systems must be designed to meet the pressure criteria with one critical source out of service. Water mains must be designed so that no more than one, average-sized city block (approximately 30 homes) is out of service at any time, and no more than two fire hydrants (excluding fire services) are on a dead end or are out of service at any time. These provisions do not apply under earthquake conditions.

Water mains serving more than two hydrants or more than 30 homes must be looped, fed from two sources, or provided with a reservoir of sufficient capacity to supply the emergency needs (contingency and fire storage) as described below in subsection 2.9.



PRESSURE GOALS
FIGURE 2-4