Addendum to the Pier 400 Container Terminal and Transportation Corridor Project Supplemental Final Environmental Impact Report for the PMA Training Center

APP No. 210922-155

SCH No. 98031135 (SCH Reference No. 1998031135)

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THE PORT OF LOS ANGELES

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1. Introduction

Pursuant to the California Environmental Quality Act (CEQA) Public Resources Code section 21000 et. seq., this Addendum to the Pier 400 Container Terminal and Transportation Corridor Project (Pier 400) Supplemental Final Environmental Impact Report (EIR) for the Pacific Maritime Association (PMA) Training Center has been prepared to address the development of a maintenance-and-repair training center on a 4-acre site located at the elbow of Pier 400 (Figure 2) within the Port of Los Angeles (Port). The Pier 400 Project Supplemental EIR (adopted by the Los Angeles Board of Harbor Commissioners (Board) in October of 1999 (SCH# 98031135 and APP No. 980107-003)) was developed to assess development of alternative projects to the Deep Draft Navigation Improvements Environmental Impact Statement (EIS)/EIR. In the Final EIR, the Los Angeles Harbor Department identified accommodation of efficient cargo throughput at the Port as one of the primary objectives of the Pier 400 Container Terminal Project. The Final EIR evaluated construction and development of a fully operational container terminal (Figure 1), and included construction of multiple buildings to support terminal operations.

In 2019, PMA and the International Longshore and Warehouse Union (ILWU) reached an agreement on a Worker Training Program in Southern California to enable ILWU longshore workers to keep pace with modernization in the container shipping industry through specialized, technical training in the maintenance and repair of environmentally-friendly, reduced-emission terminal equipment and technology. In September of 2021, PMA submitted an Application for Port Permit (APP) to lease and develop 4 acres of land in order to develop a 20,000 square foot (sf) state-of-the-art training facility dedicated to training ILWU members working in the Southern California Ports. The Proposed PMA Project, which will add the PMA Training Center to the site, would be developed and built in order to train and provide ILWU workers with skills required to maintain and repair cargo handling equipment, which would support terminal operations at Pier 400 and at other terminals at the Ports of Los Angeles and Long Beach.

This Addendum to the Final EIR for the PMA Training Center Project (PMA Addendum) assesses the construction and operation of a training center to be located at the elbow of Pier 400 (Figure 2). As the project site is currently vacant, the site would require alterations for operation as a training facility. Structures to be installed on the project site include a 20,000 sf pre-fabricated metal building, two pre-fabricated classrooms, and a pre-fabricated restroom. A personal vehicle parking lot will be designated as well. Landscaping may be installed on the perimeter of the 20,000 sf metal building. Training operations would include the maintenance and repair of cargo handling equipment, including but not limited to 20 foot (‘) and 40’ chassis, semi-tractors/utility tractor rigs (UTRs), forklifts, heavy-lifts, top-picks, and side-picks. All repair and maintenance training would occur within buildings as classroom training or hands-on training. The construction and operation of a training center at Pier 400 consists of activities that would not create any new impacts nor a substantial increase to impacts previously disclosed in the Final EIR. A Los Angeles Harbor Department Entitlement valid for 10 years upon issuance would be granted to PMA for construction and operation of the Proposed PMA Project.

With the assistance of Science Application International Corporation, the Final EIR was prepared by the City of Los Angeles Harbor Department (LAHD) as Lead Agency under the CEQA to address the potential environmental effects of the Proposed PMA Project. Accordingly, this Addendum is being prepared pursuant to the requirements of CEQA Guidelines Section 15164 and confirms that no new significant impacts or substantial increases in severity of previously-identified impacts would occur as a result of the Proposed PMA Project.

2. Background

2.1 Facility Overview

The project area assessed in the Final EIR is shown in Figure 1. The Proposed PMA Project site is located within the elbow of Pier 400 (Figure 2) along the eastern side of Navy Way and Wall Street. The Project site is paved, uncovered, and located on Harbor Department property. The Proposed PMA Project site is surrounded to the north, west, and south west by the active Pier 400 Container Terminal.

Figure 1 – Previously Assessed Pier 400 Project Area

Figure 2 –Proposed PMA Project Area

2.2 Previously Assessed and Approved Project Elements

The Board adopted the Supplemental Final EIR and certified the approved Proposed PMA Project in October of 1999 (SCH# 98031135 and APP No. 980107-003). The approved Pier 400 Project evaluated the following components:

- Development of transportation infrastructure to maximize cargo handling efficiencies while minimizing air quality and transportation impacts (including intermodal, near-dock rail facilities);
- Allotment of adequate backland space immediately adjacent to the berth to facilitate rapid loading and unloading of ships without the need to double-handle containers; and
- Preservation and improvement to environmental resources to the maximum extent possible.

The approved Pier 400 Project was designed as a two-phase (Phase 1A and 1B) development that would result in a 345-acre container terminal with full rail, highway, and utility access. Phase 1A included construction of rail and highway access leading to and on the transportation causeway, and construction of the easterly 174 acres of the Pier 400 into a fully operational container terminal. Phase 1B involved the construction of the remaining 171 acres of Pier 400 into a container terminal.

3. Proposed PMA Project

This Addendum serves to assess the construction and operation of a currently vacant, paved, uncovered site located at the elbow of Pier 400. The Final EIR written for the development of the Pier 400 Container Terminal assessed the construction of a 345-acre container terminal (Figure 1). The addition of a training center was not assessed in the Final EIR, therefore an Addendum to the Final EIR is necessary. An Addendum would be written to the Final EIR since the training center will be built within the area assessed within the Final EIR (Figure 2), and because the Final EIR assessed the construction of terminal support facilities. As such, this Addendum has been prepared to disclose any change in impacts generated by the construction and operation of a training center at Pier 400.

The Proposed PMA Project will encompass approximately 4 acres of currently vacant, paved, uncovered Harbor Department property located at a southeast elbow of Pier 400, east of Navy Way and Wall Street. While the site historically has been utilized for intermittent storage of containers, K-rail, and miscellaneous construction parts, the site is currently vacant. The site the Proposed PMA Project would be developed on is surrounded to the north, west, and south west by the active Pier 400 Container Terminal.

Proposed PMA Project components include the construction and operation of a cargo handling equipment maintenance-and-repair training center. Structures to be installed on the site include a 20,000 sf pre-fabricated metal building, two pre-fabricated classrooms, and a pre-fabricated restroom. A personal vehicle parking lot will be designated as well. Minor landscaping may also be installed. Training operations would include the maintenance and repair of cargo handling equipment, including hands-on repair of 20‘and 40’ chassis, semi-tractors/utility tractor rigs, forklifts, heavy-lifts, top-picks, and side-picks, and classroom-based education. A LAHD Real Estate Entitlement valid for 10 years upon issuance would be considered by the Board of Harbor Commissioners allowing PMA to construct and operate of the Proposed PMA Project.

3.1 Construction

As the project site is currently vacant, the site would require alterations for operation as a training facility. Structures to be installed on the project site include a 20,000 sf pre-fabricated metal building, two pre-fabricated classrooms, and a pre-fabricated restroom. A personal vehicle parking lot will be designated as well. Landscaping may be installed on the perimeter of the 20,000 sf metal building.

Connection to basic utilities would be required for the proposed project, including water, electrical, sewer, and storm drain. Chain-link or k-rail fencing would be installed as needed around the property. Lighting would be installed on and within buildings, and on the perimeter of the site as needed. Required equipment for construction includes an excavator, bulldozer, compactor, grade-all, mobile crane, concrete trucks, and dump trucks. It is anticipated that a total of 100 one-way truck trips would be required for construction activities.

The metal building will be installed within a traditional buailding foundation. Excavation, trenching, grading, and compaction activities will be conducted to prepare and site for training operations and installation of the 20,000 pre-fabricated building. Pile driving activities may occur to support the foundation of the pre-fabricated building. Existing concrete that would be removed to install the foundation will be taken for disposal off-site. Soil will be tested to ensure compliance with building requirements. If removal of soil is required, in-fill soil will be brought on-site. Geotechnical investigations would be conducted as necessary to assess the site prior to excavation or other in-ground activities. The metal building will be connected to water and electricity. Connection to electricity will be achieved by trenching and boring activities.

Operation of the proposed project would require placement of two classrooms. Placement would not require installation of a foundation – the pre-fabricated buildings will be placed directly on the ground. The buildings will have lighting and ventilation. The restroom will not require installation a foundation, and will be connected to a wastewater tank.

Proper stormwater drainage would be installed on-site. This would be achieved by trenching to existing catch basins located onsite. All stormwater would be treated per Industrial General Permit requirements.

Construction of the project is anticipated six months, broken down by the following:

- 1 month for site demolition grading
- 1 month for laying foundations
- 3 months for installation
- 1 month for finishing

3.2 Operation

Upon issuance of a 10-year LAHD Real Estate entitlement, PMA would operate the site as a training facility for ILWU workers. Training operations would include the maintenance and repair of cargo handling equipment, including but not limited to 20 foot (‘) and 40’ chassis, semi-tractors/UTRs, forklifts, heavy-lifts, top-picks, and side-picks. Alternate-fuel vehicles may be eventually introduced to training activities. All repair and maintenance activities would be conducted in a 20,000 square foot (sf) pre-fabricated metal building. Additional practical training will be conducted in two 20’ by 42’ pre-fabricated classrooms. For training purposes, training fluids will be stored in above ground storage tanks or drums. Fluids include hydraulic fluid, diesel fuel, propane tanks, and acetylene tanks. Training operations would be performed Monday through Friday, 8AM through 5PM. Approximately 20 individuals will be trained each working day.

The objectives of the PMA Training Center are the following:

- construct and operate an approximately 20,000 sf modular building, two modular classrooms, restroom facilities, and associated parking to support training operations;
- provide ILWU longshore workers with basic mechanical training introduced through both classroom education and hands-on experience to prepare and assist those workers to meet modernization of the container shipping industry;
- ensure long-term availability of labor needed to handle the flow of cargo in the Ports of Los Angeles and Long Beach; and
- consideration by the Board of Harbor Commissioners of a LAHD Real Estate Entitlement valid for 10 years to PMA for the construction and operation of the PMA Training Center.

4. Purpose

This Addendum has been prepared in accordance with the requirements of the CEQA (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Code of Regulation Title 14, Section 15000 et seq.) and focuses on changes to the original project description from the Final EIR and any changes to impacts that would occur as a result of the Proposed PMA Project. The scope of analysis contained within this Addendum addresses all environmental resource areas.

Pursuant to State CEQA Guidelines Section 15164, this analysis has determined that none of the conditions set forth in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIS/EIR or negative declaration have occurred. There are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects as a result of the Proposed PMA Project. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the EIR. Therefore, neither a subsequent EIR nor subsequent negative declaration, as defined under CEQA Section 15162, is required. An Addendum to the Final EIR, as permitted under Section 15164, is appropriate.

An Addendum need not be circulated for public review but can be included in or attached to the adopted Final EIR. The decision-making body considers the Addendum prior to making a decision on the project along with the previously adopted EIR.

Specifically, Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

5. Scope and Content

This Addendum describes all of the affected environmental resources and evaluates the changes in the impacts that were previously described in the Final EIR.

For purposes of determining whether new or substantially more severe "significant effects" would occur under CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this analysis are the same as the significance thresholds contained within the adopted EIR.

The analysis in this Addendum focuses on the changes to the impacts that would occur as a result of the Proposed PMA Project. The following resource topics were evaluated in the preparation of the EIR. However, the CEQA Guidelines Checklist have been revised since the adoption of the Final EIR in 1999. This Addendum will reflect the updated subsections of Section 8 below, Environmental Analysis.

As such, the following resource areas have been re-evaluated as part of this Addendum:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

6. Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents, available for review at the Port of Los Angeles Environmental Management Division, were used in preparation of this Addendum and are incorporated herein by reference:

- Port of Los Angeles. 1992, September. Deep Draft Navigation Improvements, Los Angeles and Long Beach Harbors, San Pedro Bay, California Final Environmental Impact Statement/Environmental Impact Report (SCH No. 2020 87101408).
- Port of Los Angeles. 1999, October. Pier 400 Container Terminal and Transportation Corridor Project Final Environmental Impact Report (SCH No. 98031135)
- Port of Los Angeles. 1999, October. Pier 400 Container Terminal and Transportation Corridor Project Mitigation Monitoring and Reporting Program

7. Required Permits and Approvals

The following permits and approvals would be required for the Proposed PMA Project:

- Los Angeles Harbor Department Entitlement
- LAHD Coastal Development Permit (CDP)
- LAHD Harbor Engineer Permit(s) (includes compliance with the City of Los Angeles Low Impact Development ordinance)
- Construction General Permit Coverage

8. Environmental Analysis

The analysis contained herein demonstrates and provides substantial evidence that no significant impacts are present, nor would the severity of other impact areas be increased by the Proposed PMA Project. Below is a discussion of all resource areas analyzed in the Final EIR and a discussion of why the impact determinations made in the Final EIR would not be affected by the Proposed PMA Project.

The Final EIR generated comprehensive MMRP for the Project. Mitigation Measures (MM) generated for the Pier 400 Project would be included in the Proposed PMA Project as applicable and feasible. Some MM have been specifically mentioned in the resource areas described below, but are not indicative of all MM that may apply to each resource area.

8.1 Aesthetics

The Proposed PMA Project includes the installation of four pre-fabricated buildings, which would be consistent with the existing aesthetic industrial nature of the Port. The Project site is located on Terminal Island within the working Port environment, which is highly developed and characterized by industrial and cargo uses. Maintenance and repair of cargo handling equipment would be similar in nature to the existing visual landscape and would visually blend into the panorama of the working Port uses and activities. Additionally, lighting installed would be diverted away from water to reduce glare impacts. The Proposed PMA Project development and operational components would be similar in nature to the overall aesthetics of the Pier 400 Container Terminal and larger Port complex, and there would be no significant impacts related to the existing visual character and quality of the site. Therefore, there would continue to be no impacts related to the existing visual character and quality of the site relative to the Final EIR project build-out.

8.2 Agriculture and Forestry Resources

The Proposed PMA Project would not have any impact on Agriculture and Forestry resources as the project area is not located in any area zoned for agricultural use and does not change the existing use of the surrounding area in any way. Therefore, there would be no impacts agriculture and forestry resources.

8.3 Air Quality

The Final EIR assessed emissions produced by the development of a container terminal and transportation corridor on the Pier 400 Landfill. This Addendum assesses the construction and development of a cargo handling equipment maintenance-and-repair training center, which are similar to the terminal supporting-activities assessed in the Final EIR. Construction activities required for the development of the training center include grading, paving, asphalting, installation of pre-fabricated buildings, connection to utilities and stormwater drainage, landscaping, and hardscaping. Connection to basic utilities would be required for the proposed project, including water, electrical, sewer, and storm drain. Required equipment for construction includes an excavator, bulldozer, compactor, grade-all, mobile crane, concrete trucks, and dump trucks. It is anticipated that a total of 100 one-way truck trips would be required for construction activities. These construction activities would not generate a substantial new significant impact to Air Quality in accordance with South Coast Air Quality Monitoring District (SCAQMD) Significant Thresholds (Table 1; SQACMD, 2008).

Table 1. Maximum Daily Construction Emissions

	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Maximum Construction Phase	**25.72**	**1.60**	**9.44**	**0.018**	**2.36**	**1.20**
SCAQMD Mass Daily Thresholds	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions were estimated by CalEEMod.2020.4.0 using 2022 emission factors.

Further, the operation of a maintenance-and-repair training center would generate minimal air emissions that are not a substantial new significant impact to Air Quality in accordance with SCAQMD Significant Thresholds (Table 2; SCAQMD, 2008). In addition to operational emissions produced by trucks delivering cargo handling equipment to and from the training center project site, emissions produced by construction and operations of the training center would be less than what was in the Final EIR, which assessed the construction and operation of a 345-acre container terminal with full rail, highway, and utility access.

Table 2. Maximum Daily Operational Emissions

	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Total	**0.68**	**0.38**	**2.43**	**0.006**	**0.53**	**0.15**
SCAQMD Mass Daily Thresholds	55	55	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions were estimated by CalEEMod.2020.4.0 using 2022 emission factors.

Any Proposed PMA Project construction activity would adhere to applicable Mitigation Measures that were produced for the Final EIR, as applicable. Further, the development and construction of a cargo handling equipment maintenance-and-repair training center would support the following Mitigation Measure drafted for the Final EIR: “Properly tune and maintain all construction equipment”. The ultimate goal of the training center moving forwards maintenance and repair of zero and near-zero equipment is also compliant with the following Mitigation Measures drafted for the Final EIR: “Encourage the use of clean fuels, electric power”.

Due to a negligible increase in equipment, truck trips, and emissions relative to what was assessed in the Final EIR, and continued adherence to any applicable existing MM from the Final EIR’s MMRP, the Proposed PMA Project would create no new substantial impacts to air quality than what was assessed in the Final EIR.

8.4 Biological Resources

Construction and operational activities proposed in the Final EIR are similar in nature to those in the Proposed PMA Project, including pile driving activities to provide appropriate structural support for development. As such, the Proposed PMA Project would not cause any change in impact determinations from the Final EIR. While a location assessed within the Final EIR contain nesting habitat designated for the California least tern, the Proposed PMA Project site is located over 4,500 feet from the foraging and nesting habitat. The site does not contain any habitat suitable to support wildlife. The Proposed PMA Project site will remain fully paved and will not contain suitable habitat to support wildlife.

The Proposed PMA Project will continue to adhere to existing and applicable MM generated for the Final

EIR, such as "Unless otherwise approved by the [CDFW] and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern", "Provide training and educational materials on endangered, threatened, and protected species to the construction workers in the area of Pier 400", and "Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Services (USFWS)". Adherence to the aforementioned and any other applicable MM would ensure that any potentially significant impacts created as a result of construction or operation of the Proposed PMA Project are mitigated to less than significant. Therefore, the Proposed PMA Project would create no new substantial impacts to biological resources beyond what was assessed in the Final EIR.

8.5 Cultural Resources

No eligible or listed historic resources have been recorded within the Proposed PMA Project area. Additionally, the premises has been highly disturbed and located on the Pier 400 landfill, which is an artificial landform composed of construction fill. Because the site is comprised of fill and is extensively disturbed, there is low potential for discovering archaeological or ethnographic cultural resources. Additionally, ground disturbing activities proposed in the Final EIR are similar in nature to those in the Proposed PMA Project. Due to the site being artificial fill and the similarity of ground disturbing tasks between the Proposed PMA Project and the Final EIR, the Proposed PMA Project would create no new substantial impacts to cultural resources beyond what was assessed in the Final EIR.

8.6 Energy

The Proposed PMA Project construction activities include grading, paving, asphalting, installation of pre-fabricated buildings, connection to utilities and stormwater drainage, landscaping, and hardscaping. The operation of an excavator, bulldozer, compactor, grade-all, mobile crane, concrete trucks, and dump trucks would create a negligible increase in energy due to a small amount of diesel usage compared to the Pier 400 Container Terminal project. The Final EIR assessed an increase in energy draw associated with the construction and operation of a 345-acre container terminal. The Proposed PMA Project would be a negligible increase to the operations of the container terminal, as they include education and training for a limited number of ILWU workers.

The POLA Development Bureau (Construction and Engineering Divisions) is responsible for design, inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. All building installations would be installed in accordance with energy efficiency requirements, and energy consumption during construction activities would be used efficiently and would represent a negligible portion of state-wide energy consumption. Therefore, Proposed PMA Project impacts to energy plans would create no new substantial impacts beyond what was assessed in the Final EIR.

8.7 Geology/Soils

The Project site is located within a seismically active region with several active fault lines, including the Palos Verdes Fault Zone. The Palos Verdes Fault Zone traverses the Port in a general northwest to southeast orientation from the West Turning Basin to Pier 400 and runs through the Project site (POLA, 2018). Therefore, the Proposed PMA Project is susceptible to potential strong seismic ground shaking. The Proposed PMA Project includes the installation of four pre-fabricated buildings. All buildings would be installed in accordance with Los Angeles Building Code structural design requirements, and in accordance with California Building Code seismic requirements, to ensure that during event of surface rupture, seismic event or soil liquefaction, the risk of loss, injury, or death would be minimal. Additionally, construction and operational activities proposed in the Proposed PMA Project are similar in nature to those in the Final EIR. Therefore, the Proposed PMA Project impacts to geology and soils would create no new substantial impacts beyond what was assessed in the Final EIR.

8.8 Greenhouse Gas Emissions

As discussed in Section 8.3, the Proposed PMA Project would not create a substantial increase in air emissions compared to what was previously evaluated in the Final EIR. Construction of the Proposed PMA Project includes grading, paving, asphalting, installation of pre-fabricated buildings, connection to utilities and stormwater drainage, landscaping, and hardscaping. This minor construction component would result in no substantial significant greenhouse gas (GHG) emissions in accordance with SCAQMD Significance Thresholds (Table 3; SCAQMD, 2008), and would be negligible compared to those disclosed during the peak daily emission activities in the Final EIR. Additionally, to support cargo handling equipment repair and maintenance training, the Proposed PMA Project would require the temporary use of an excavator, bulldozer, compactor, grade-all, mobile crane, concrete trucks, and dump trucks for construction activities, which would only create a negligible increase in energy due to a small amount of diesel usage compared to the Final EIR, which assessed the construction and operation of a 345-acre container terminal.

Table 3. Annual Project GHG Emissions

Source	CO2 (MT/yr)	CH4 (MT/yr)	N2O (MT/yr)	CO2e (MT/yr)
Subtotal, Operation	185.5	0.49	0.0071	200.0
Amortized Construction [1]	4.0	0.00	0.0001	4.0
Total Project	**189.5**	**0.49**	**0.0073**	**204.0**
SCAQMD GHG Threshold	--	--	--	10,000
Significant?	**--**	**--**	**--**	**No**

Note: Emissions were estimated by CalEEMod.2020.4.0 using 2022 emission factors.
Values may not add up due to rounding.
[1] The LAHD Real Estate Entitlement permit would be valid for 10 years; therefore, construction emissions were amortized over 10 years.

Construction and operation of the 4-acre training center would create a negligible increase to GHG due to a de minimis amount of emissions in relation to the emissions assessed as a result of construction and operation of the 345-acre container terminal. Further, the proposed PMA Project would conform to state and local GHG emissions/climate change regulations, policies, and strategies. Therefore, the Proposed PMA Project GHG emissions would create no new substantial impacts beyond what was assessed in the Final EIR.

8.9 Hazards & Hazardous Materials

The Proposed PMA Project would include the storage of hazardous materials on the project site, including hydraulic fluid, diesel fuel, propane tanks, and acetylene tanks. These liquids would be used for fueling, maintenance, and repair of cargo handling equipment. The project site is paved in whole, and would remain paved after completion of construction activities. Pavement would prevent the infiltration of hazardous materials in the event of a spill. All hazardous materials would be stored in paved and bermed locations to contain hazardous materials in the event of a spill. Storage and handling of hazardous materials is minor relative to the quantity of hazardous materials handled as part of construction and operation of the Pier 400 Terminal, which was assessed in the Final EIR. Therefore, the Proposed PMA Project impacts to hazards and hazardous materials would create no new substantial impacts beyond what was assessed in

the Final EIR.

8.10 Hydrology/Water Quality

The Proposed PMA Project would not violate any water quality standards or waste discharge requirements. The Proposed PMA Project construction and operation would adhere to all required laws and regulation, and thereby would operate in a manner which prevents violation of water quality standards or waste discharge requirements. Areas that add or modify any impermeable surface will comply with the Low Impact Development Ordinance as required. Any run-off sourced from the project site would adhere to the Stormwater Pollution Prevention Plan, Construction General Permit, Low Impact Development, and any other required law and regulation. Further, any impacts to hydrology or water quality as a result of the Proposed PMA Project would be negligible relative to what was assessed within the construction and operation of the Pier 400 Container Terminal. Therefore, the Proposed PMA Project would create no new substantial impacts to hydrology and water quality beyond what was assessed in the Final EIR.

8.11 Land Use/Planning

The Proposed PMA Project would not cause a physical divide to an established community, as the operation of container use on this land would not cause a disruption of access between land use types. Additionally, the Proposed PMA Project would not conflict with any plan, policy, or regulation, as the site is consistent with City zoning and the Port Master Plan's land use designation of Container use. Furthermore, this area is not located within any habitat conservation plan or natural community conservation plan. Therefore, the Proposed PMA Project would create no new substantial impacts to land use and planning beyond what was assessed in the Final EIR.

8.12 Mineral Resources

There are no known mineral resources near the Proposed PMA Project that would be impacted. The proposed project site is located within any Mineral Resource Zone (MRZ) that indicates no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. The Pier 400 Container Terminal exists within the same MRZ as the Proposed PMA Project that determines there is little likelihood for a mineral resource to exist. Therefore, the Proposed PMA Project would create no new substantial impacts to mineral resources beyond what was assessed in the Final EIR.

8.13 Noise

Construction and operational activities proposed in the Final EIR are similar in nature to those in the Proposed PMA Project. The Proposed PMA Project would include the operation of an excavator, bulldozer, compactor, grade-all, mobile crane, concrete trucks, and dump trucks for construction of the center. It is possible pile driving equipment may be operated as part of construction of the 20,000 sf pre-fabricated building's foundation. The Proposed PMA Project would also include operation of cargo handling equipment for training operations. This equipment is not anticipated to create significant impacts to noise since the environmental setting includes sources of noise typical of an industrialized port environment. Also, the Proposed PMA Project's equipment is consistent with the equipment assessed in the Final EIR. Within this context, temporary construction activities and operation of small numbers of cargo handling equipment consistent with the original analysis and would not result in any new impacts to noise that were not previously disclosed in the Final EIR.

The nearest potential residential receptors are located over 1,500 feet from the project site, with many intervening structures between the residential receptors and the project site. Accordingly, no increase in noise at the nearest sensitive receptors would occur due to distance from the noise receptors and consistency with the existing noise portfolio. Therefore, the Proposed PMA Project would create no new substantial impacts to noise beyond what was assessed in the Final EIR.

8.14 Population/Housing

The Proposed PMA Project would not induce population growth, displacement of existing housing, or

displacement of a substantial number of people. Construction activities required for the proposed project would be short term in nature and not require workers to move the Proposed PMA Project area to complete the project. Further, the development of a cargo handling equipment maintenance-and-repair training center is not intended to create new commercial opportunities that would induce local population growth. Therefore, the Proposed PMA Project would create no new substantial impacts to population and housing beyond what was assessed in the Final EIR.

8.15 Public Services

The Proposed PMA Project would not result in any additional impacts to the performance of fire protection, police protection, schools, parks, or other public facilities than what is already required to service the Pier 400 Terminal. Additionally, Station 36 of the Los Angeles Fire Department, which was not built at the time of preparation of the Final EIR, is now open and operational and therefore provides additional fire safety protection to the Pier 400 area. Therefore, the Proposed PMA Project would create no new substantial impacts to public services beyond what was assessed in the Final EIR.

8.16 Recreation

The Proposed PMA Project would not increase demand on existing recreational facilities nor require the construction of new recreational facilities. The training center is focused on training ILWU workers, and is not intended for recreational use. Similarly, the Pier 400 Container Terminal that was assessed in the Final EIR was not built or assessed for recreational use. Therefore, the Proposed PMA Project would create no new substantial impacts to recreation beyond what was assessed in the Final EIR.

8.17 Transportation

The Proposed PMA Project would generate 100 one-way additional truck trips per day during construction, which is negligible in relation to the large number of truck trips required for the construction of the Pier 400 container terminal. The Proposed PMA Project is anticipated to generate an increase of approximately 60 one-way passenger vehicle trips to the site per day, Monday through Friday. The increase of 60 additional one-way passenger vehicle trips is negligible compared to the passenger trips currently produced by the Pier 400 Container Terminal. The Los Angeles Department of Transportation's (LADOT's) guidelines state that a Vehicle Miles Travelled (VMT) analysis is not required if a project generates less than 250 daily trips, and a less than significant impact determination can be made for the project (LADOT, 2020). Therefore, the Proposed PMA Project would have a less than significant impact to transportation, and would create no new substantial impacts to transportation beyond what was assessed in the Final EIR.

8.18 Tribal Cultural Resources

Due to extensive ground disturbance and existing fill on the Proposed PMA Project site, there is low potential for discovering archaeological or ethnographic cultural resources. All construction activity associated with the Proposed PMA Project would adhere to existing applicable laws and regulations in the unlikely event that any potential tribal cultural resources be discovered. Therefore, the Proposed PMA Project would create no new substantial impacts to tribal cultural resources beyond what was assessed in the Final EIR.

8.19 Utilities/Service Systems

The Proposed PMA Project would require connection to existing stormwater drainage, electric power, and wastewater facilities. The site would be served by utilities that currently service the Pier 400 Container Terminal. Any demand on the existing stormwater drainage system, electricity, and wastewater generated by the construction and operation of a 4-acre training facility would be negligible in comparison to what was assessed for the construction and operation of the 345-acre Pier 400 Container Terminal, which are fully supported by existing systems. The Proposed PMA Project would not require the construction of an additional utility facilities to serve the training center. Therefore, the Proposed PMA Project would create no new substantial impacts to utilities and service systems beyond what was assessed in the Final EIR.

8.20 Wildfire

Public Resources Code Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (LAFD, 2021). Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. Therefore, the Proposed PMA Project would create no new substantial impacts to wildfire beyond what was assessed in the Final EIR.

9. Conclusions

The Addendum for the PMA Training Center assesses the construction and operation of a training center to be located at the elbow of Pier 400, which would include entitlement to develop and operate a 4-acre site. Construction activities would include the installation of a 20,000 sf pre-fabricated metal building, two

pre-fabricated classrooms, and associated development of the site. None of the conditions as described under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR or ND have occurred under the Proposed PMA Project. No substantial changes to impact areas previously analyzed in the Final EIR would occur as a result of the Proposed PMA Project. For these reasons, the proposed modifications would create no potential adverse impacts or substantial changes to impact areas previously analyzed in the Final EIR.

10. References

LADOT (Los Angeles Department of Transportation). 2020. Transportation Assessment Guidelines. July. [Online]: https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf . Accessed January 18, 2022.

LAFD (Los Angeles Fire Department). 2021. Fire Zone Map. [Online]: https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map. Accessed December 7, 2021.

SCAQMD (South Coast Air Quality Management District). 2008. Attachment E: Draft Guidance Document, Interim CEQA Greenhouse Gas Significance Threshold. October. [Online]: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed January 18, 2022.

Appendix A

Air Calculations

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Pier 400 PMA Training Center - Los Angeles-South Coast County, Annual

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

Applied

Pier 400 PMA Training Center

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	20.00	1000sqft	0.64	20,000.00	0
Junior College (2yr)	2.16	1000sqft	0.05	2,160.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted lot acreage to sum to 0.69 to get the correct grading usage.

Construction Phase - Adjust phase durations to sum to 6 months.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment -

Grading - Site Acreage was adjusted to equal 0.69 acres, which results in the total acres graded to be 1.5 acres due to multiple passes (determined by CalEEMod).

Demolition -

Trips and VMT - Grading haul truck trips set to zero because there would be no soil import or export.

Architectural Coating - Interior VOC is 50 g/L per SCAQMD Rule 1113.

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Vehicle Trips - Adjust to force weekday trips to equal 44 one way trips. No Sat or Sun trips. Set all trips to commercial-work (C-W) trips.

Area Coating - Interior is 50 g/L per SCAQMD Rule 1113.

Construction Off-road Equipment Mitigation - Assume all equipment meets Tier 4 Final.

Area Mitigation - Non-residential interior paint will be 50 g/L per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	104.00
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	PhaseEndDate	10/12/2022	10/24/2022
tblConstructionPhase	PhaseEndDate	9/28/2022	10/17/2022
tblConstructionPhase	PhaseEndDate	5/6/2022	5/18/2022

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tblConstructionPhase	PhaseEndDate	5/11/2022	5/24/2022
tblConstructionPhase	PhaseStartDate	10/6/2022	10/18/2022
tblConstructionPhase	PhaseStartDate	5/12/2022	5/25/2022
tblConstructionPhase	PhaseStartDate	5/10/2022	5/19/2022
tblGrading	AcresOfGrading	3.00	1.50
tblGrading	MaterialExported	0.00	422.00
tblGrading	MaterialImported	0.00	422.00
tblLandUse	LotAcreage	0.46	0.64
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	106.00	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	88.60	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	6.40	100.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	1.21	0.00

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tblVehicleTrips	WD_TR	4.96	2.20
tblVehicleTrips	WD_TR	20.25	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0865	0.2282	0.1732	4.4000e-004	0.0321	9.9800e-003	0.0421	9.4100e-003	9.2000e-003	0.0186	0.0000	39.8119	39.8119	9.0300e-003	1.3400e-003	40.4362
Maximum	**0.0865**	**0.2282**	**0.1732**	**4.4000e-004**	**0.0321**	**9.9800e-003**	**0.0421**	**9.4100e-003**	**9.2000e-003**	**0.0186**	**0.0000**	**39.8119**	**39.8119**	**9.0300e-003**	**1.3400e-003**	**40.4362**

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					
2022	0.0705	0.0399	0.2014	4.4000e-004	0.0190	7.2000e-004	0.0197	5.4700e-003	7.1000e-004	6.1800e-003	0.0000	39.8119	39.8119	9.0300e-003	1.3400e-003	40.4362
Maximum	**0.0705**	**0.0399**	**0.2014**	**4.4000e-004**	**0.0190**	**7.2000e-004**	**0.0197**	**5.4700e-003**	**7.1000e-004**	**6.1800e-003**	**0.0000**	**39.8119**	**39.8119**	**9.0300e-003**	**1.3400e-003**	**40.4362**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**18.53**	**82.52**	**-16.27**	**0.00**	**40.75**	**92.79**	**53.09**	**41.87**	**92.28**	**66.81**	**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	**4-25-2022**	**7-24-2022**	0.1422	0.0282
2	**7-25-2022**	**9-30-2022**	0.0829	0.0127
		Highest	0.1422	0.0282

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	0.0865	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Energy	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	97.0033	97.0033	3.9900e-003	8.4000e-004	97.3535
Mobile	0.0243	0.0358	0.2954	6.6000e-004	0.0665	5.5000e-004	0.0671	0.0178	5.2000e-004	0.0183	0.0000	61.4992	61.4992	3.8000e-003	2.5400e-003	62.3508
Waste						0.0000	0.0000		0.0000	0.0000	5.6046	0.0000	5.6046	0.3312	0.0000	13.8851
Water						0.0000	0.0000		0.0000	0.0000	1.5009	19.9132	21.4141	0.1551	3.7600e-003	26.4108
Total	**0.1130**	**0.0562**	**0.3128**	**7.8000e-004**	**0.0665**	**2.1000e-003**	**0.0686**	**0.0178**	**2.0700e-003**	**0.0198**	**7.1055**	**178.4163**	**185.5218**	**0.4941**	**7.1400e-003**	**200.0008**

Mitigated Operational

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0865	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Energy	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	97.0033	97.0033	3.9900e-003	8.4000e-004	97.3535
Mobile	0.0243	0.0358	0.2954	6.6000e-004	0.0665	5.5000e-004	0.0671	0.0178	5.2000e-004	0.0183	0.0000	61.4992	61.4992	3.8000e-003	2.5400e-003	62.3508
Waste						0.0000	0.0000		0.0000	0.0000	5.6046	0.0000	5.6046	0.3312	0.0000	13.8851
Water						0.0000	0.0000		0.0000	0.0000	1.5009	19.9132	21.4141	0.1551	3.7600e-003	26.4108
Total	**0.1130**	**0.0562**	**0.3128**	**7.8000e-004**	**0.0665**	**2.1000e-003**	**0.0686**	**0.0178**	**2.0700e-003**	**0.0198**	**7.1055**	**178.4163**	**185.5218**	**0.4941**	**7.1400e-003**	**200.0008**

	ROG	NOx	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	4/25/2022	5/18/2022	5	18	
2	Grading	Grading	5/19/2022	5/24/2022	5	4	
3	Building Construction	Building Construction	5/25/2022	10/17/2022	5	104	
4	Architectural Coating	Architectural Coating	10/18/2022	10/24/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

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Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,240; Non-Residential Outdoor: 11,080; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	0.00	129.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

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3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0139	0.0000	0.0139	2.1100e-003	0.0000	2.1100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7700e-003	0.0260	0.0335	6.0000e-005		1.2500e-003	1.2500e-003		1.1500e-003	1.1500e-003	0.0000	4.9469	4.9469	1.6000e-003	0.0000	4.9869
Total	**2.7700e-003**	**0.0260**	**0.0335**	**6.0000e-005**	**0.0139**	**1.2500e-003**	**0.0152**	**2.1100e-003**	**1.1500e-003**	**3.2600e-003**	**0.0000**	**4.9469**	**4.9469**	**1.6000e-003**	**0.0000**	**4.9869**

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	3.0000e-004	0.0114	2.5400e-003	4.0000e-005	1.1100e-003	8.0000e-005	1.1900e-003	3.0000e-004	8.0000e-005	3.8000e-004	0.0000	3.9839	3.9839	2.1000e-004	6.3000e-004	4.1776
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	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	**4.5000e-004**	**0.0115**	**4.2100e-003**	**4.0000e-005**	**1.6000e-003**	**8.0000e-005**	**1.6900e-003**	**4.3000e-004**	**8.0000e-005**	**5.1000e-004**	**0.0000**	**4.3921**	**4.3921**	**2.2000e-004**	**6.4000e-004**	**4.5894**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2600e-003	0.0000	6.2600e-003	9.5000e-004	0.0000	9.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.9000e-004	3.0000e-003	0.0398	6.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	4.9469	4.9469	1.6000e-003	0.0000	4.9869
Total	**6.9000e-004**	**3.0000e-003**	**0.0398**	**6.0000e-005**	**6.2600e-003**	**9.0000e-005**	**6.3500e-003**	**9.5000e-004**	**9.0000e-005**	**1.0400e-003**	**0.0000**	**4.9469**	**4.9469**	**1.6000e-003**	**0.0000**	**4.9869**

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	3.0000e-004	0.0114	2.5400e-003	4.0000e-005	1.1100e-003	8.0000e-005	1.1900e-003	3.0000e-004	8.0000e-005	3.8000e-004	0.0000	3.9839	3.9839	2.1000e-004	6.3000e-004	4.1776
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	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	**4.5000e-004**	**0.0115**	**4.2100e-003**	**4.0000e-005**	**1.6000e-003**	**8.0000e-005**	**1.6900e-003**	**4.3000e-004**	**8.0000e-005**	**5.1000e-004**	**0.0000**	**4.3921**	**4.3921**	**2.2000e-004**	**6.4000e-004**	**4.5894**

3.3 Grading - 2022

Unmitigated Construction On-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8800e-003	0.0000	9.8800e-003	5.0600e-003	0.0000	5.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3700e-003	0.0252	0.0149	3.0000e-005		1.0700e-003	1.0700e-003		9.9000e-004	9.9000e-004	0.0000	2.9724	2.9724	9.5000e-004	0.0000	2.9960
Total	**2.3700e-003**	**0.0252**	**0.0149**	**3.0000e-005**	**9.8800e-003**	**1.0700e-003**	**0.0110**	**5.0600e-003**	**9.9000e-004**	**6.0500e-003**	**0.0000**	**2.9724**	**2.9724**	**9.5000e-004**	**0.0000**	**2.9960**

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	6.0000e-005	7.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1814	0.1814	1.0000e-005	0.0000	0.1830
Total	**7.0000e-005**	**6.0000e-005**	**7.4000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1814**	**0.1814**	**1.0000e-005**	**0.0000**	**0.1830**

Mitigated Construction On-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4400e-003	0.0000	4.4400e-003	2.2800e-003	0.0000	2.2800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1000e-004	1.7600e-003	0.0181	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.9724	2.9724	9.5000e-004	0.0000	2.9960
Total	**4.1000e-004**	**1.7600e-003**	**0.0181**	**3.0000e-005**	**4.4400e-003**	**5.0000e-005**	**4.4900e-003**	**2.2800e-003**	**5.0000e-005**	**2.3300e-003**	**0.0000**	**2.9724**	**2.9724**	**9.5000e-004**	**0.0000**	**2.9960**

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	6.0000e-005	7.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1814	0.1814	1.0000e-005	0.0000	0.1830
Total	**7.0000e-005**	**6.0000e-005**	**7.4000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1814**	**0.1814**	**1.0000e-005**	**0.0000**	**0.1830**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0141	0.1499	0.0942	2.1000e-004		7.2400e-003	7.2400e-003		6.6600e-003	6.6600e-003	0.0000	18.4184	18.4184	5.9600e-003	0.0000	18.5673
Total	**0.0141**	**0.1499**	**0.0942**	**2.1000e-004**		**7.2400e-003**	**7.2400e-003**		**6.6600e-003**	**6.6600e-003**	**0.0000**	**18.4184**	**18.4184**	**5.9600e-003**	**0.0000**	**18.5673**

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	4.1000e-004	0.0107	3.5500e-003	4.0000e-005	1.3100e-003	1.0000e-004	1.4100e-003	3.8000e-004	9.0000e-005	4.7000e-004	0.0000	3.9719	3.9719	1.3000e-004	5.7000e-004	4.1460
Worker	1.6000e-003	1.3400e-003	0.0174	5.0000e-005	5.1300e-003	3.0000e-005	5.1600e-003	1.3600e-003	3.0000e-005	1.3900e-003	0.0000	4.2451	4.2451	1.2000e-004	1.2000e-004	4.2825
Total	**2.0100e-003**	**0.0120**	**0.0209**	**9.0000e-005**	**6.4400e-003**	**1.3000e-004**	**6.5700e-003**	**1.7400e-003**	**1.2000e-004**	**1.8600e-003**	**0.0000**	**8.2170**	**8.2170**	**2.5000e-004**	**6.9000e-004**	**8.4285**

Mitigated Construction On-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.5800e-003	0.0112	0.1129	2.1000e-004		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	18.4184	18.4184	5.9600e-003	0.0000	18.5673
Total	**2.5800e-003**	**0.0112**	**0.1129**	**2.1000e-004**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**	**0.0000**	**18.4184**	**18.4184**	**5.9600e-003**	**0.0000**	**18.5673**

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	4.1000e-004	0.0107	3.5500e-003	4.0000e-005	1.3100e-003	1.0000e-004	1.4100e-003	3.8000e-004	9.0000e-005	4.7000e-004	0.0000	3.9719	3.9719	1.3000e-004	5.7000e-004	4.1460
Worker	1.6000e-003	1.3400e-003	0.0174	5.0000e-005	5.1300e-003	3.0000e-005	5.1600e-003	1.3600e-003	3.0000e-005	1.3900e-003	0.0000	4.2451	4.2451	1.2000e-004	1.2000e-004	4.2825
Total	**2.0100e-003**	**0.0120**	**0.0209**	**9.0000e-005**	**6.4400e-003**	**1.3000e-004**	**6.5700e-003**	**1.7400e-003**	**1.2000e-004**	**1.8600e-003**	**0.0000**	**8.2170**	**8.2170**	**2.5000e-004**	**6.9000e-004**	**8.4285**

3.5 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

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

Category	tons/yr										MT/yr					
Archit. Coating	0.0642					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0647**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0454	0.0454	0.0000	0.0000	0.0458
Total	**2.0000e-005**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0454**	**0.0454**	**0.0000**	**0.0000**	**0.0458**

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					

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

Archit. Coating	0.0642					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0000e-005	3.2000e-004	4.5800e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0643**	**3.2000e-004**	**4.5800e-003**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0454	0.0454	0.0000	0.0000	0.0458
Total	**2.0000e-005**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0454**	**0.0454**	**0.0000**	**0.0000**	**0.0458**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0243	0.0358	0.2954	6.6000e-004	0.0665	5.5000e-004	0.0671	0.0178	5.2000e-004	0.0183	0.0000	61.4992	61.4992	3.8000e-003	2.5400e-003	62.3508
Unmitigated	0.0243	0.0358	0.2954	6.6000e-004	0.0665	5.5000e-004	0.0671	0.0178	5.2000e-004	0.0183	0.0000	61.4992	61.4992	3.8000e-003	2.5400e-003	62.3508

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	44.00	0.00	0.00	177,120	177,120
Junior College (2yr)	0.00	0.00	0.00		
Total	44.00	0.00	0.00	177,120	177,120

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
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3
Junior College (2yr)	16.60	8.40	6.90	100.00	0.00	0.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Junior College (2yr)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	74.7436	74.7436	3.5600e-003	4.3000e-004	74.9615
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	74.7436	74.7436	3.5600e-003	4.3000e-004	74.9615
NaturalGas Mitigated	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2597	22.2597	4.3000e-004	4.1000e-004	22.3920
NaturalGas Unmitigated	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2597	22.2597	4.3000e-004	4.1000e-004	22.3920

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					
General Light Industry	359200	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822
Junior College (2yr)	57931.2	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.0914	3.0914	6.0000e-005	6.0000e-005	3.1098
Total		**2.2500e-003**	**0.0205**	**0.0172**	**1.3000e-004**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**22.2597**	**22.2597**	**4.3000e-004**	**4.1000e-004**	**22.3920**

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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					
General Light Industry	359200	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822
Junior College (2yr)	57931.2	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.0914	3.0914	6.0000e-005	6.0000e-005	3.1098
Total		**2.2500e-003**	**0.0205**	**0.0172**	**1.3000e-004**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**22.2597**	**22.2597**	**4.3000e-004**	**4.1000e-004**	**22.3920**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	217200	68.1741	3.2500e-003	3.9000e-004	68.3728
Junior College (2yr)	20930.4	6.5696	3.1000e-004	4.0000e-005	6.5887
Total		**74.7436**	**3.5600e-003**	**4.3000e-004**	**74.9615**

Mitigated

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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	217200	68.1741	3.2500e-003	3.9000e-004	68.3728
Junior College (2yr)	20930.4	6.5696	3.1000e-004	4.0000e-005	6.5887
Total		**74.7436**	**3.5600e-003**	**4.3000e-004**	**74.9615**

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	0.0865	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Unmitigated	0.0865	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004

6.2 Area by SubCategory

Unmitigated

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.4200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Total	**0.0865**	**0.0000**	**2.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.5000e-004**	**5.5000e-004**	**0.0000**	**0.0000**	**5.9000e-004**

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	6.4200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Total	**0.0865**	**0.0000**	**2.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.5000e-004**	**5.5000e-004**	**0.0000**	**0.0000**	**5.9000e-004**

7.0 Water Detail

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7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	21.4141	0.1551	3.7600e-003	26.4108
Unmitigated	21.4141	0.1551	3.7600e-003	26.4108

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.625 / 0	20.3696	0.1516	3.6700e-003	25.2528
Junior College (2yr)	0.105946 / 0.16571	1.0445	3.5000e-003	9.0000e-005	1.1580
Total		**21.4141**	**0.1551**	**3.7600e-003**	**26.4108**

Mitigated

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	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.625 / 0	20.3696	0.1516	3.6700e-003	25.2528
Junior College (2yr)	0.105946 / 0.16571	1.0445	3.5000e-003	9.0000e-005	1.1580
Total		**21.4141**	**0.1551**	**3.7600e-003**	**26.4108**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.6046	0.3312	0.0000	13.8851
Unmitigated	5.6046	0.3312	0.0000	13.8851

8.2 Waste by Land Use

Unmitigated

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	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	24.8	5.0342	0.2975	0.0000	12.4720
Junior College (2yr)	2.81	0.5704	0.0337	0.0000	1.4132
Total		**5.6046**	**0.3312**	**0.0000**	**13.8851**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	24.8	5.0342	0.2975	0.0000	12.4720
Junior College (2yr)	2.81	0.5704	0.0337	0.0000	1.4132
Total		**5.6046**	**0.3312**	**0.0000**	**13.8851**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Applied

Pier 400 PMA Training Center

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	20.00	1000sqft	0.64	20,000.00	0
Junior College (2yr)	2.16	1000sqft	0.05	2,160.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted lot acreage to sum to 0.69 to get the correct grading usage.

Construction Phase - Adjust phase durations to sum to 6 months.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment -

Grading - Site Acreage was adjusted to equal 0.69 acres, which results in the total acres graded to be 1.5 acres due to multiple passes (determined by CalEEMod).

Demolition -

Trips and VMT - Grading haul truck trips set to zero because there would be no soil import or export.

Architectural Coating - Interior VOC is 50 g/L per SCAQMD Rule 1113.

Vehicle Trips - Adjust to force weekday trips to equal 44 one way trips. No Sat or Sun trips. Set all trips to commercial-work (C-W) trips.

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Area Coating - Interior is 50 g/L per SCAQMD Rule 1113.

Construction Off-road Equipment Mitigation - Assume all equipment meets Tier 4 Final.

Area Mitigation - Non-residential interior paint will be 50 g/L per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	104.00
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	PhaseEndDate	10/12/2022	10/24/2022
tblConstructionPhase	PhaseEndDate	9/28/2022	10/17/2022
tblConstructionPhase	PhaseEndDate	5/6/2022	5/18/2022
tblConstructionPhase	PhaseEndDate	5/11/2022	5/24/2022

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

tblConstructionPhase	PhaseStartDate	10/6/2022	10/18/2022
tblConstructionPhase	PhaseStartDate	5/12/2022	5/25/2022
tblConstructionPhase	PhaseStartDate	5/10/2022	5/19/2022
tblGrading	AcresOfGrading	3.00	1.50
tblGrading	MaterialExported	0.00	422.00
tblGrading	MaterialImported	0.00	422.00
tblLandUse	LotAcreage	0.46	0.64
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	106.00	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	88.60	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	6.40	100.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	4.96	2.20
tblVehicleTrips	WD_TR	20.25	0.00

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

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					
2022	25.8894	12.6009	7.8538	0.0181	5.0499	0.5353	5.5851	2.5589	0.4932	3.0521	0.0000	1,742.2432	1,742.2432	0.5251	0.0787	1,756.1159
Maximum	**25.8894**	**12.6009**	**7.8538**	**0.0181**	**5.0499**	**0.5353**	**5.5851**	**2.5589**	**0.4932**	**3.0521**	**0.0000**	**1,742.2432**	**1,742.2432**	**0.5251**	**0.0787**	**1,756.1159**

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					
2022	25.7145	1.5496	9.4381	0.0181	2.3339	0.0278	2.3617	1.1678	0.0277	1.1955	0.0000	1,742.2432	1,742.2432	0.5251	0.0787	1,756.1159
Maximum	**25.7145**	**1.5496**	**9.4381**	**0.0181**	**2.3339**	**0.0278**	**2.3617**	**1.1678**	**0.0277**	**1.1955**	**0.0000**	**1,742.2432**	**1,742.2432**	**0.5251**	**0.0787**	**1,756.1159**

	ROG	NOx	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	**0.68**	**87.70**	**-20.17**	**0.00**	**53.78**	**94.81**	**57.71**	**54.36**	**94.38**	**60.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

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	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Energy	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
Mobile	0.1910	0.2507	2.3365	5.2600e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		539.2207	539.2207	0.0318	0.0204	546.1058
Total	**0.6775**	**0.3628**	**2.4328**	**5.9300e-003**	**0.5220**	**0.0128**	**0.5348**	**0.1391**	**0.0125**	**0.1516**		**673.6756**	**673.6756**	**0.0344**	**0.0229**	**681.3600**

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	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Energy	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
Mobile	0.1910	0.2507	2.3365	5.2600e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		539.2207	539.2207	0.0318	0.0204	546.1058
Total	**0.6775**	**0.3628**	**2.4328**	**5.9300e-003**	**0.5220**	**0.0128**	**0.5348**	**0.1391**	**0.0125**	**0.1516**		**673.6756**	**673.6756**	**0.0344**	**0.0229**	**681.3600**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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	4/25/2022	5/18/2022	5	18	
2	Grading	Grading	5/19/2022	5/24/2022	5	4	
3	Building Construction	Building Construction	5/25/2022	10/17/2022	5	104	
4	Architectural Coating	Architectural Coating	10/18/2022	10/24/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,240; Non-Residential Outdoor: 11,080; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Demolition	Rubber Tired Dozers	1	1.00	247	0.40

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Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	0.00	129.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5455	0.0000	1.5455	0.2340	0.0000	0.2340			0.0000			0.0000
Off-Road	0.3081	2.8851	3.7192	6.2600e-003		0.1385	0.1385		0.1274	0.1274		605.8948	605.8948	0.1960		610.7937
Total	**0.3081**	**2.8851**	**3.7192**	**6.2600e-003**	**1.5455**	**0.1385**	**1.6840**	**0.2340**	**0.1274**	**0.3614**		**605.8948**	**605.8948**	**0.1960**		**610.7937**

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

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	0.0334	1.2036	0.2806	4.4500e-003	0.1254	8.9400e-003	0.1344	0.0344	8.5600e-003	0.0430		487.8892	487.8892	0.0259	0.0774	511.6052
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	**0.0507**	**1.2163**	**0.4777**	**4.9600e-003**	**0.1813**	**9.3000e-003**	**0.1906**	**0.0492**	**8.8900e-003**	**0.0581**		**539.8955**	**539.8955**	**0.0273**	**0.0787**	**564.0196**

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					0.6955	0.0000	0.6955	0.1053	0.0000	0.1053			0.0000			0.0000
Off-Road	0.0769	0.3333	4.4168	6.2600e-003		0.0103	0.0103		0.0103	0.0103	0.0000	605.8948	605.8948	0.1960		610.7937
Total	**0.0769**	**0.3333**	**4.4168**	**6.2600e-003**	**0.6955**	**0.0103**	**0.7057**	**0.1053**	**0.0103**	**0.1156**	**0.0000**	**605.8948**	**605.8948**	**0.1960**		**610.7937**

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

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	0.0334	1.2036	0.2806	4.4500e-003	0.1254	8.9400e-003	0.1344	0.0344	8.5600e-003	0.0430		487.8892	487.8892	0.0259	0.0774	511.6052
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	**0.0507**	**1.2163**	**0.4777**	**4.9600e-003**	**0.1813**	**9.3000e-003**	**0.1906**	**0.0492**	**8.8900e-003**	**0.0581**		**539.8955**	**539.8955**	**0.0273**	**0.0787**	**564.0196**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9381	0.0000	4.9381	2.5292	0.0000	2.5292			0.0000			0.0000
Off-Road	1.1826	12.5756	7.4597	0.0170		0.5345	0.5345		0.4926	0.4926		1,638.2305	1,638.2305	0.5223		1,651.2871
Total	**1.1826**	**12.5756**	**7.4597**	**0.0170**	**4.9381**	**0.5345**	**5.4727**	**2.5292**	**0.4926**	**3.0218**		**1,638.2305**	**1,638.2305**	**0.5223**		**1,651.2871**

Unmitigated Construction Off-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	**0.0346**	**0.0253**	**0.3941**	**1.0200e-003**	**0.1118**	**7.2000e-004**	**0.1125**	**0.0296**	**6.6000e-004**	**0.0303**		**104.0127**	**104.0127**	**2.8200e-003**	**2.5000e-003**	**104.8288**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2222	0.0000	2.2222	1.1382	0.0000	1.1382			0.0000			0.0000
Off-Road	0.2031	0.8802	9.0440	0.0170		0.0271	0.0271		0.0271	0.0271	0.0000	1,638.2305	1,638.2305	0.5223		1,651.2871
Total	**0.2031**	**0.8802**	**9.0440**	**0.0170**	**2.2222**	**0.0271**	**2.2492**	**1.1382**	**0.0271**	**1.1652**	**0.0000**	**1,638.2305**	**1,638.2305**	**0.5223**		**1,651.2871**

Mitigated Construction Off-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	**0.0346**	**0.0253**	**0.3941**	**1.0200e-003**	**0.1118**	**7.2000e-004**	**0.1125**	**0.0296**	**6.6000e-004**	**0.0303**		**104.0127**	**104.0127**	**2.8200e-003**	**2.5000e-003**	**104.8288**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2717	2.8833	1.8115	4.0300e-003		0.1393	0.1393		0.1281	0.1281		390.4383	390.4383	0.1263		393.5952
Total	**0.2717**	**2.8833**	**1.8115**	**4.0300e-003**		**0.1393**	**0.1393**		**0.1281**	**0.1281**		**390.4383**	**390.4383**	**0.1263**		**393.5952**

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701
Worker	0.0312	0.0227	0.3547	9.2000e-004	0.1006	6.4000e-004	0.1012	0.0267	5.9000e-004	0.0273		93.6114	93.6114	2.5300e-003	2.2500e-003	94.3459
Total	**0.0390**	**0.2187**	**0.4219**	**1.7000e-003**	**0.1262**	**2.5100e-003**	**0.1287**	**0.0341**	**2.3800e-003**	**0.0364**		**177.7961**	**177.7961**	**5.3400e-003**	**0.0144**	**182.2160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0496	0.2148	2.1708	4.0300e-003		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	390.4383	390.4383	0.1263		393.5952
Total	**0.0496**	**0.2148**	**2.1708**	**4.0300e-003**		**6.6100e-003**	**6.6100e-003**		**6.6100e-003**	**6.6100e-003**	**0.0000**	**390.4383**	**390.4383**	**0.1263**		**393.5952**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701

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Worker	0.0312	0.0227	0.3547	9.2000e-004	0.1006	6.4000e-004	0.1012	0.0267	5.9000e-004	0.0273		93.6114	93.6114	2.5300e-003	2.2500e-003	94.3459
Total	**0.0390**	**0.2187**	**0.4219**	**1.7000e-003**	**0.1262**	**2.5100e-003**	**0.1287**	**0.0341**	**2.3800e-003**	**0.0364**		**177.7961**	**177.7961**	**5.3400e-003**	**0.0144**	**182.2160**

3.5 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6779					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**25.8824**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9200e-003	5.0500e-003	0.0788	2.0000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		20.8025	20.8025	5.6000e-004	5.0000e-004	20.9658

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Total	**6.9200e-003**	**5.0500e-003**	**0.0788**	**2.0000e-004**	**0.0224**	**1.4000e-004**	**0.0225**	**5.9300e-003**	**1.3000e-004**	**6.0600e-003**		**20.8025**	**20.8025**	**5.6000e-004**	**5.0000e-004**	**20.9658**

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	25.6779					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**25.7076**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9200e-003	5.0500e-003	0.0788	2.0000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		20.8025	20.8025	5.6000e-004	5.0000e-004	20.9658
Total	**6.9200e-003**	**5.0500e-003**	**0.0788**	**2.0000e-004**	**0.0224**	**1.4000e-004**	**0.0225**	**5.9300e-003**	**1.3000e-004**	**6.0600e-003**		**20.8025**	**20.8025**	**5.6000e-004**	**5.0000e-004**	**20.9658**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1910	0.2507	2.3365	5.2600e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		539.2207	539.2207	0.0318	0.0204	546.1058
Unmitigated	0.1910	0.2507	2.3365	5.2600e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		539.2207	539.2207	0.0318	0.0204	546.1058

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	44.00	0.00	0.00	177,120	177,120
Junior College (2yr)	0.00	0.00	0.00		
Total	44.00	0.00	0.00	177,120	177,120

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
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3

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Junior College (2yr)	16.60	8.40	6.90	100.00	0.00	0.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Junior College (2yr)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

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	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
NaturalGas Unmitigated	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490

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

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Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	984.11	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Junior College (2yr)	158.716	1.7100e-003	0.0156	0.0131	9.0000e-005		1.1800e-003	1.1800e-003		1.1800e-003	1.1800e-003		18.6724	18.6724	3.6000e-004	3.4000e-004	18.7834
Total		**0.0123**	**0.1120**	**0.0941**	**6.7000e-004**		**8.5100e-003**	**8.5100e-003**		**8.5100e-003**	**8.5100e-003**		**134.4500**	**134.4500**	**2.5800e-003**	**2.4600e-003**	**135.2490**

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					
General Light Industry	0.98411	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Junior College (2yr)	0.158716	1.7100e-003	0.0156	0.0131	9.0000e-005		1.1800e-003	1.1800e-003		1.1800e-003	1.1800e-003		18.6724	18.6724	3.6000e-004	3.4000e-004	18.7834
Total		**0.0123**	**0.1120**	**0.0941**	**6.7000e-004**		**8.5100e-003**	**8.5100e-003**		**8.5100e-003**	**8.5100e-003**		**134.4500**	**134.4500**	**2.5800e-003**	**2.4600e-003**	**135.2490**

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Unmitigated	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-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	lb/day										lb/day					
Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4388					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-004	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Total	**0.4742**	**2.0000e-005**	**2.2700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.8500e-003**	**4.8500e-003**	**1.0000e-005**		**5.1700e-003**

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					

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Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4388					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-004	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Total	**0.4742**	**2.0000e-005**	**2.2700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.8500e-003**	**4.8500e-003**	**1.0000e-005**		**5.1700e-003**

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Pier 400 PMA Training Center

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	20.00	1000sqft	0.64	20,000.00	0
Junior College (2yr)	2.16	1000sqft	0.05	2,160.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted lot acreage to sum to 0.69 to get the correct grading usage.

Construction Phase - Adjust phase durations to sum to 6 months.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment - Port-supplied equipment list.

Off-road Equipment -

Grading - Site Acreage was adjusted to equal 0.69 acres, which results in the total acres graded to be 1.5 acres due to multiple passes (determined by CalEEMod).

Demolition -

Trips and VMT - Grading haul truck trips set to zero because there would be no soil import or export.

Architectural Coating - Interior VOC is 50 g/L per SCAQMD Rule 1113.

Vehicle Trips - Adjust to force weekday trips to equal 44 one way trips. No Sat or Sun trips. Set all trips to commercial-work (C-W) trips.

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Area Coating - Interior is 50 g/L per SCAQMD Rule 1113.

Construction Off-road Equipment Mitigation - Assume all equipment meets Tier 4 Final.

Area Mitigation - Non-residential interior paint will be 50 g/L per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	104.00
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	PhaseEndDate	10/12/2022	10/24/2022
tblConstructionPhase	PhaseEndDate	9/28/2022	10/17/2022
tblConstructionPhase	PhaseEndDate	5/6/2022	5/18/2022
tblConstructionPhase	PhaseEndDate	5/11/2022	5/24/2022

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tblConstructionPhase	PhaseStartDate	10/6/2022	10/18/2022
tblConstructionPhase	PhaseStartDate	5/12/2022	5/25/2022
tblConstructionPhase	PhaseStartDate	5/10/2022	5/19/2022
tblGrading	AcresOfGrading	3.00	1.50
tblGrading	MaterialExported	0.00	422.00
tblGrading	MaterialImported	0.00	422.00
tblLandUse	LotAcreage	0.46	0.64
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	106.00	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	88.60	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	6.40	100.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	4.96	2.20
tblVehicleTrips	WD_TR	20.25	0.00

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

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					
2022	25.8899	12.6035	7.8216	0.0180	5.0499	0.5353	5.5851	2.5589	0.4932	3.0521	0.0000	1,736.7438	1,736.7438	0.5251	0.0788	1,750.6684
Maximum	**25.8899**	**12.6035**	**7.8216**	**0.0180**	**5.0499**	**0.5353**	**5.5851**	**2.5589**	**0.4932**	**3.0521**	**0.0000**	**1,736.7438**	**1,736.7438**	**0.5251**	**0.0788**	**1,750.6684**

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					
2022	25.7150	1.5998	9.4058	0.0180	2.3339	0.0278	2.3617	1.1678	0.0277	1.1955	0.0000	1,736.7438	1,736.7438	0.5251	0.0788	1,750.6684
Maximum	**25.7150**	**1.5998**	**9.4058**	**0.0180**	**2.3339**	**0.0278**	**2.3617**	**1.1678**	**0.0277**	**1.1955**	**0.0000**	**1,736.7438**	**1,736.7438**	**0.5251**	**0.0788**	**1,750.6684**

	ROG	NOx	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	**0.68**	**87.31**	**-20.26**	**0.00**	**53.78**	**94.81**	**57.71**	**54.36**	**94.38**	**60.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

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	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Energy	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
Mobile	0.1889	0.2701	2.2419	5.0300e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		515.8141	515.8141	0.0323	0.0213	522.9808
Total	**0.6753**	**0.3822**	**2.3383**	**5.7000e-003**	**0.5220**	**0.0128**	**0.5348**	**0.1391**	**0.0125**	**0.1516**		**650.2690**	**650.2690**	**0.0349**	**0.0238**	**658.2349**

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	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Energy	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
Mobile	0.1889	0.2701	2.2419	5.0300e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		515.8141	515.8141	0.0323	0.0213	522.9808
Total	**0.6753**	**0.3822**	**2.3383**	**5.7000e-003**	**0.5220**	**0.0128**	**0.5348**	**0.1391**	**0.0125**	**0.1516**		**650.2690**	**650.2690**	**0.0349**	**0.0238**	**658.2349**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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	4/25/2022	5/18/2022	5	18	
2	Grading	Grading	5/19/2022	5/24/2022	5	4	
3	Building Construction	Building Construction	5/25/2022	10/17/2022	5	104	
4	Architectural Coating	Architectural Coating	10/18/2022	10/24/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,240; Non-Residential Outdoor: 11,080; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Demolition	Rubber Tired Dozers	1	1.00	247	0.40

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Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	0.00	129.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5455	0.0000	1.5455	0.2340	0.0000	0.2340			0.0000			0.0000
Off-Road	0.3081	2.8851	3.7192	6.2600e-003		0.1385	0.1385		0.1274	0.1274		605.8948	605.8948	0.1960		610.7937
Total	**0.3081**	**2.8851**	**3.7192**	**6.2600e-003**	**1.5455**	**0.1385**	**1.6840**	**0.2340**	**0.1274**	**0.3614**		**605.8948**	**605.8948**	**0.1960**		**610.7937**

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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	0.0326	1.2525	0.2856	4.4600e-003	0.1254	8.9600e-003	0.1344	0.0344	8.5700e-003	0.0430		488.0322	488.0322	0.0259	0.0774	511.7547
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	**0.0511**	**1.2664**	**0.4665**	**4.9400e-003**	**0.1813**	**9.3200e-003**	**0.1907**	**0.0492**	**8.9000e-003**	**0.0581**		**537.2889**	**537.2889**	**0.0273**	**0.0788**	**561.4453**

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					0.6955	0.0000	0.6955	0.1053	0.0000	0.1053			0.0000			0.0000
Off-Road	0.0769	0.3333	4.4168	6.2600e-003		0.0103	0.0103		0.0103	0.0103	0.0000	605.8948	605.8948	0.1960		610.7937
Total	**0.0769**	**0.3333**	**4.4168**	**6.2600e-003**	**0.6955**	**0.0103**	**0.7057**	**0.1053**	**0.0103**	**0.1156**	**0.0000**	**605.8948**	**605.8948**	**0.1960**		**610.7937**

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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	0.0326	1.2525	0.2856	4.4600e-003	0.1254	8.9600e-003	0.1344	0.0344	8.5700e-003	0.0430		488.0322	488.0322	0.0259	0.0774	511.7547
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	**0.0511**	**1.2664**	**0.4665**	**4.9400e-003**	**0.1813**	**9.3200e-003**	**0.1907**	**0.0492**	**8.9000e-003**	**0.0581**		**537.2889**	**537.2889**	**0.0273**	**0.0788**	**561.4453**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9381	0.0000	4.9381	2.5292	0.0000	2.5292			0.0000			0.0000
Off-Road	1.1826	12.5756	7.4597	0.0170		0.5345	0.5345		0.4926	0.4926		1,638.2305	1,638.2305	0.5223		1,651.2871
Total	**1.1826**	**12.5756**	**7.4597**	**0.0170**	**4.9381**	**0.5345**	**5.4727**	**2.5292**	**0.4926**	**3.0218**		**1,638.2305**	**1,638.2305**	**0.5223**		**1,651.2871**

Unmitigated Construction Off-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	**0.0371**	**0.0279**	**0.3619**	**9.7000e-004**	**0.1118**	**7.2000e-004**	**0.1125**	**0.0296**	**6.6000e-004**	**0.0303**		**98.5133**	**98.5133**	**2.8500e-003**	**2.6700e-003**	**99.3813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2222	0.0000	2.2222	1.1382	0.0000	1.1382			0.0000			0.0000
Off-Road	0.2031	0.8802	9.0440	0.0170		0.0271	0.0271		0.0271	0.0271	0.0000	1,638.2305	1,638.2305	0.5223		1,651.2871
Total	**0.2031**	**0.8802**	**9.0440**	**0.0170**	**2.2222**	**0.0271**	**2.2492**	**1.1382**	**0.0271**	**1.1652**	**0.0000**	**1,638.2305**	**1,638.2305**	**0.5223**		**1,651.2871**

Mitigated Construction Off-Site

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	**0.0371**	**0.0279**	**0.3619**	**9.7000e-004**	**0.1118**	**7.2000e-004**	**0.1125**	**0.0296**	**6.6000e-004**	**0.0303**		**98.5133**	**98.5133**	**2.8500e-003**	**2.6700e-003**	**99.3813**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2717	2.8833	1.8115	4.0300e-003		0.1393	0.1393		0.1281	0.1281		390.4383	390.4383	0.1263		393.5952
Total	**0.2717**	**2.8833**	**1.8115**	**4.0300e-003**		**0.1393**	**0.1393**		**0.1281**	**0.1281**		**390.4383**	**390.4383**	**0.1263**		**393.5952**

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061
Worker	0.0334	0.0251	0.3257	8.7000e-004	0.1006	6.4000e-004	0.1012	0.0267	5.9000e-004	0.0273		88.6620	88.6620	2.5600e-003	2.4100e-003	89.4432
Total	**0.0411**	**0.2291**	**0.3952**	**1.6500e-003**	**0.1262**	**2.5100e-003**	**0.1287**	**0.0341**	**2.3800e-003**	**0.0364**		**172.8783**	**172.8783**	**5.3600e-003**	**0.0146**	**177.3493**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0496	0.2148	2.1708	4.0300e-003		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	390.4383	390.4383	0.1263		393.5952
Total	**0.0496**	**0.2148**	**2.1708**	**4.0300e-003**		**6.6100e-003**	**6.6100e-003**		**6.6100e-003**	**6.6100e-003**	**0.0000**	**390.4383**	**390.4383**	**0.1263**		**393.5952**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061

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Worker	0.0334	0.0251	0.3257	8.7000e-004	0.1006	6.4000e-004	0.1012	0.0267	5.9000e-004	0.0273		88.6620	88.6620	2.5600e-003	2.4100e-003	89.4432
Total	**0.0411**	**0.2291**	**0.3952**	**1.6500e-003**	**0.1262**	**2.5100e-003**	**0.1287**	**0.0341**	**2.3800e-003**	**0.0364**		**172.8783**	**172.8783**	**5.3600e-003**	**0.0146**	**177.3493**

3.5 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6779					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**25.8824**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4100e-003	5.5800e-003	0.0724	1.9000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		19.7027	19.7027	5.7000e-004	5.3000e-004	19.8763

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Total	**7.4100e-003**	**5.5800e-003**	**0.0724**	**1.9000e-004**	**0.0224**	**1.4000e-004**	**0.0225**	**5.9300e-003**	**1.3000e-004**	**6.0600e-003**		**19.7027**	**19.7027**	**5.7000e-004**	**5.3000e-004**	**19.8763**

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	25.6779					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**25.7076**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4100e-003	5.5800e-003	0.0724	1.9000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		19.7027	19.7027	5.7000e-004	5.3000e-004	19.8763
Total	**7.4100e-003**	**5.5800e-003**	**0.0724**	**1.9000e-004**	**0.0224**	**1.4000e-004**	**0.0225**	**5.9300e-003**	**1.3000e-004**	**6.0600e-003**		**19.7027**	**19.7027**	**5.7000e-004**	**5.3000e-004**	**19.8763**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1889	0.2701	2.2419	5.0300e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		515.8141	515.8141	0.0323	0.0213	522.9808
Unmitigated	0.1889	0.2701	2.2419	5.0300e-003	0.5220	4.2600e-003	0.5263	0.1391	3.9700e-003	0.1430		515.8141	515.8141	0.0323	0.0213	522.9808

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	44.00	0.00	0.00	177,120	177,120
Junior College (2yr)	0.00	0.00	0.00		
Total	44.00	0.00	0.00	177,120	177,120

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
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3

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Junior College (2yr)	16.60	8.40	6.90	100.00	0.00	0.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Junior College (2yr)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

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	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490
NaturalGas Unmitigated	0.0123	0.1120	0.0941	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.4500	134.4500	2.5800e-003	2.4600e-003	135.2490

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

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Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	984.11	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Junior College (2yr)	158.716	1.7100e-003	0.0156	0.0131	9.0000e-005		1.1800e-003	1.1800e-003		1.1800e-003	1.1800e-003		18.6724	18.6724	3.6000e-004	3.4000e-004	18.7834
Total		**0.0123**	**0.1120**	**0.0941**	**6.7000e-004**		**8.5100e-003**	**8.5100e-003**		**8.5100e-003**	**8.5100e-003**		**134.4500**	**134.4500**	**2.5800e-003**	**2.4600e-003**	**135.2490**

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					
General Light Industry	0.98411	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Junior College (2yr)	0.158716	1.7100e-003	0.0156	0.0131	9.0000e-005		1.1800e-003	1.1800e-003		1.1800e-003	1.1800e-003		18.6724	18.6724	3.6000e-004	3.4000e-004	18.7834
Total		**0.0123**	**0.1120**	**0.0941**	**6.7000e-004**		**8.5100e-003**	**8.5100e-003**		**8.5100e-003**	**8.5100e-003**		**134.4500**	**134.4500**	**2.5800e-003**	**2.4600e-003**	**135.2490**

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Unmitigated	0.4742	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-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	lb/day										lb/day					
Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4388					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-004	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Total	**0.4742**	**2.0000e-005**	**2.2700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.8500e-003**	**4.8500e-003**	**1.0000e-005**		**5.1700e-003**

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					

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Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4388					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-004	2.0000e-005	2.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8500e-003	4.8500e-003	1.0000e-005		5.1700e-003
Total	**0.4742**	**2.0000e-005**	**2.2700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.8500e-003**	**4.8500e-003**	**1.0000e-005**		**5.1700e-003**

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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