GREENSTONE TRAILER PARKING PROJECT

DRAFT INITIAL STUDY/ NEGATIVE DECLARATION

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study (IS) has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed electronic billboard project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Santa Fe Springs (City), in consultation with other jurisdictional agencies, to determine if a Negative Declaration (ND), Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is required for the project. For this project, the Initial Study determined that a Negative Declaration was the most appropriate CEQA document.

This Initial Study informs City decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines §15382). As such, the City's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit City and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced.

For this project, this Initial Study determined that no project-specific mitigation measures were required.

1.2 DOCUMENT ORGANIZATION

This IS/ND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an IS/ND was prepared by City of Santa Fe Springs to evaluate the proposed project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed project's location.

Section 3.0 Project Description

Includes a description of the proposed project's physical features and construction and operational characteristics.

Section 4.0 Discretionary Approvals

Includes a list of the discretionary approvals that would be required by the proposed project.

Section 5.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

Section 6.0 Document Preparers and Contributors

Includes a list of the persons that prepared this IS/ND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The 5.55-acre project site consists of one parcel (APN 8026-020-080) that is located at 12017 Greenstone Avenue, which is within the central portion of the City of Santa Fe Springs. The City of Santa Fe Springs is located approximately 13 miles southeast of Downtown Los Angeles and 18 miles northwest of Downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier); on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier); on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey. Regional access to Santa Fe Springs is provided by two area freeways: Interstate 5 (I-5) and Interstate (I-605). The location of Santa Fe Springs in a regional context is shown in Figure 1.

The project site is accessed from I-5 to Imperial Highway, then Shoemaker Avenue to Sunshine Avenue, and Greenstone Avenue. The site is bounded by railroad right-of-way and tracks to the west, Greenstone Avenue to the east, and industrial uses and trailer parking to the north and south. The project site and is located within the U.S. Geologic Survey (USGS) Whittier 7.5 Minute Series Topographic Quadrangle.

2.2 EXISTING LAND USES AND DESIGNATION OF THE PROJECT SITE

The project site is located within an urban area and is undeveloped and contains no vegetation or wildlife. The project site was part of a landfill operated in the 1960s. After termination of landfill activities, the site was used by a rubble crushing/base rock facility until 2018 and for truck and trailer storage until July 2019.

The site consists of between 2 and 10 feet of aggregate/rock capping a portion of past landfill of 25 to 35 feet in depth. In addition, a portion of the site near Greenstone Avenue is paved. The site is flat. Grades have been maintained over time through the addition of aggregate, and site soils are highly compacted.

The project site is bound by chained link fencing. There is no existing exterior lighting on the site. However, existing security lighting exists on other parcels surrounding the site and along Greenstone Avenue.

The City's General Plan designates the land use as Industrial and the site is zoned Heavy Manufacturing (M-2). Figure 2 depicts the local area and Figure 3 provides an aerial of the existing project site.

2.3 SURROUNDING LAND USES AND ZONING DESIGNATIONS

The project site is located within a developed and urban area and is surrounded by industrial properties. Uses include warehouses, storage yards, truck and trailer storage, concrete batching, manufacturing, and similar. The BNSF/Metrolink rail line is located adjacent to the west of the site and the FedEx Ground facility is located 1,100 feet north of the project site on the opposite site of Greenstone Avenue. Uses adjacent to the project site are described below:

North: A trailer storage facility and oil field equipment supplier are located adjacent to the north of the site. A mix of industrial uses are located further to the north beyond the adjacent uses.

West: A BNSF/Metrolink rail line right-of-way is adjacent to the west of the project site. Various industrial uses are located further west beyond the rail right-of-way.

South: Trucking companies and trailer storage facilities are located adjacent to the south of the site. A mix of industrial uses are located further to the south beyond the adjacent uses.

East: Greenstone Avenue is located adjacent to the east of the site. Various industrial uses are located to the east, beyond Greenstone Avenue. Industrial uses that include an oil field equipment supplier and a trucking company are adjacent to either side of the project site driveway.

The General Plan and zoning designations of the areas adjacent to the project site are listed below:

Direction	*General Plan Designation*	*Zoning Designation*
North	Industrial	Heavy Manufacturing (M-2)
South	Industrial	Heavy Manufacturing (M-2)
East	Industrial	Heavy Manufacturing (M-2)
West	Industrial	Heavy Manufacturing (M-2)

3 PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

The project site was part of a landfill that was used in the 1960s. The landfill under the site extends approximately 45 feet deep. The landfill is topped by aggregate and rock. After termination of landfill activities, the site was used by a rubble crushing/base rock facility until 2018 and for truck and trailer storage until July 2019.

A 2-acre portion of the site was leased to FedEx from 2013 through July 2019 for parking of up to 65 trailers. When the rubble crushing/base rock facility on the site closed in 2018, FedEx expanded to use the rest of the site until July 2019, when parking on the site was transferred to a different FedEx satellite parking area.

An existing FedEx Ground facility is located at 11688 Greenstone Avenue (1,100 feet north of the project site on the opposite site of Greenstone Avenue), and is in full operation, 24 hours a day. Since July 2019 the FedEx Ground facility has been supported by the following six nearby satellite parking areas:

- Lot 1: 11720 Greenstone Ave. (APN 8026-018-015)
- Lot 2: 11801–11829 Shoemaker Ave. (APNs 8026-020-038, 024, 022, 048 & 049)
- Lot 3: 11813 Shoemaker Ave. (APN 8026-020-037)
- Lot 4: 11741 Shoemaker Ave. (APN 8026-020-009)
- Lot 5: 11735 Shoemaker Ave. (APN 8026-020-081)
- Lot 6: 12211 Greenstone Ave. (APN 8026-041-035)

3.2 PROPOSED PROJECT

The proposed project involves a request to amend the existing Modification Permit related to operation of the existing FedEx Ground facility to allow the subject satellite parking site (project site) to further exceed the 400 foot limitation set forth in the City's Zoning Regulations from 870 feet to approximately 1,680 feet away from the FedEx Ground facility located at 11688 Greenstone Avenue. In addition, the project requests a Conditional Use Permit (CUP) to implement the project.

Project Improvements
The project includes improvements to the project site as summarized below. The proposed site plan is provided in Figure 4.

- The proposed parking area would be 202,000 square feet and designed to accommodate 158 trailer parking spaces.
- The parking and circulation area will be paved with impermeable pavement.
- New drought tolerant landscaping, including trees and shrubs, would be installed at the project driveway along Greenstone Avenue.
- Security-related improvements would include new on-site lighting, security cameras, and an automated entrance/exit gate that would operate 24 hours a day.

Project Operations
The facility would be used as an empty trailer parking area and would be unmanned. There would be an automatic gate that would be operated by yard goats[1] and tractors located at the existing FedEx Ground facility. These vehicles would periodically drop off and pick up trailers from the site. No other activities would occur at the site. No employee vehicles would park at the site. Since there would be no staff present, no office or restroom facilities are needed.

The facility could operate up to 24 hours a day, 7 days a week during the peak season (October-December). For most of the year, only a small number of trailers would be moved each day. The FedEx Ground facility would use two yard goats and eight other tractors (shuttle tractors) to drop off and pick up empty trailers from the storage yard. The yard would most likely be at half capacity from January to August. FedEx typically ramps up trailer inventory between September and October, increasing the trailer allocation to near full capacity. This does not indicate additional in-and-out traffic; rather, they would be bringing trailers into the yard but not taking anything out as they stockpile for the holiday season. During the months of November and December, they start emptying the yard, as goods are removed as needed based on demand. In summary, the overall flow of trailers at the facility would be inbound from January through October, when it is close to capacity, and then outbound in November and December.

3.3 CONSTRUCTION

Construction activities for the project would occur over 3 months and would consist of the following:

- **Finished Grading.** During this phase, the entire site would undergo finished grading. This phase would take approximately one month to complete.

[1] A yard goat is a semi-tractor truck that is used to tow trailers around a warehouse or intermodal facility.

- **Paving and Installation of Improvements.** During this phase, the proposed pavement would be installed. This phase would take approximately one month to complete.
- **Landscaping and Finishing.** This concluding phase would involve parking lot striping for circulation and parking and the installation of the landscaping, security gate, and lighting. This phase would take approximately one month to complete.

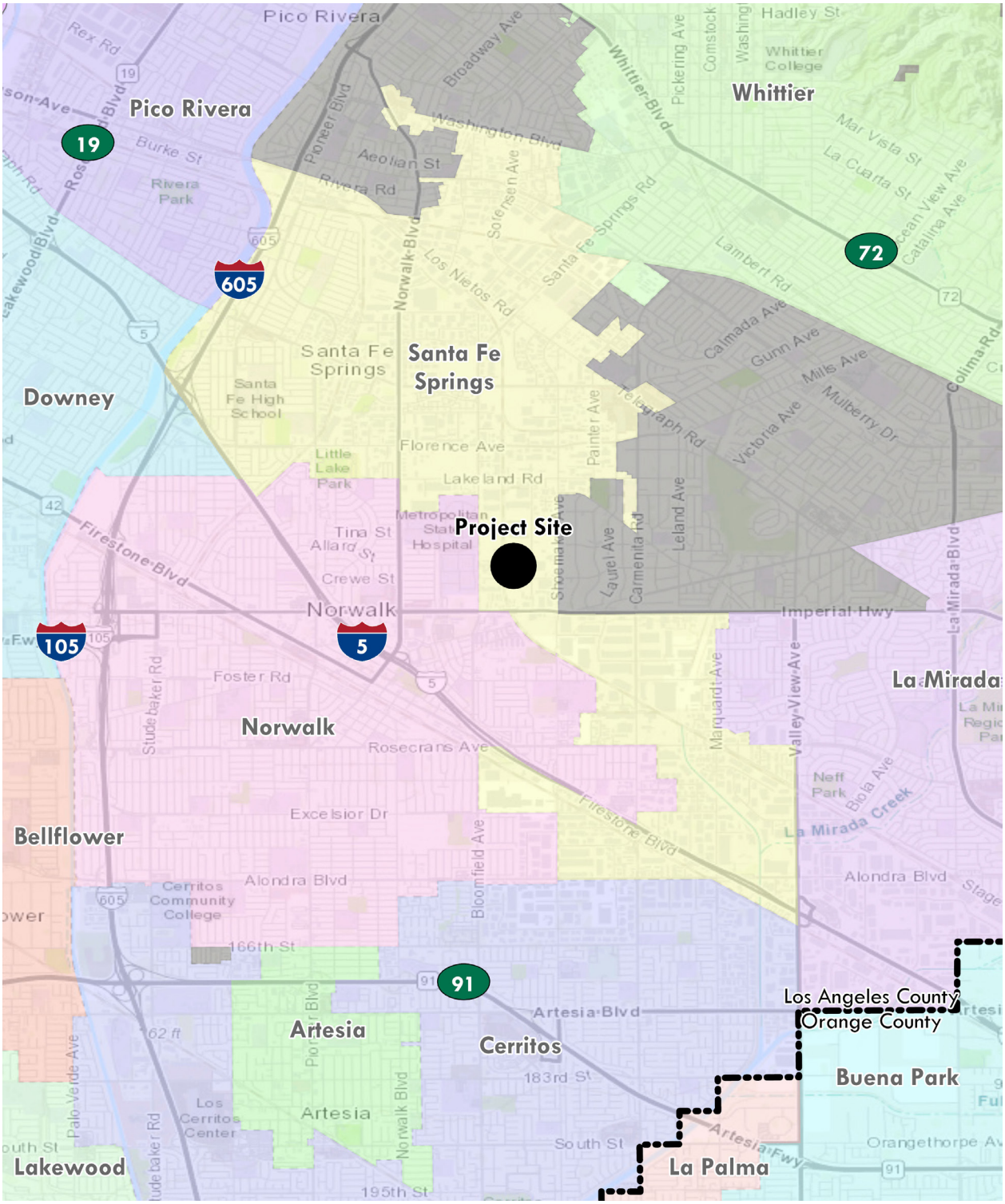
Construction activities would be limited to the hours between 7:00 a.m. to 7:00 p.m. pursuant to the City's Municipal Code Section 155.425.

4 DISCRETIONARY APPROVALS

The following discretionary approvals by the City of Santa Fe Springs, as Lead Agency, are anticipated to be necessary for implementation of the proposed project:

- Conditional Use Permit (CUP 748-5). An amendment to an existing Conditional Use Permit to include additional satellite parking site at 12017 Greenstone Avenue (Lot 7) for the storage of truck and trailer related to an existing FedEx Ground distribution facility.
- Modification Permit (MOD 1334). An amendment to an existing Modification Permit to allow the subject satellite parking site to further exceed the 400 foot limitation set forth in the City's Zoning Regulations (from 870 feet to approximately 1,680 feet away from the principal use located at 11688 Greenstone Avenue).
- Adoption of a Negative Declaration (ND)

Regional Location



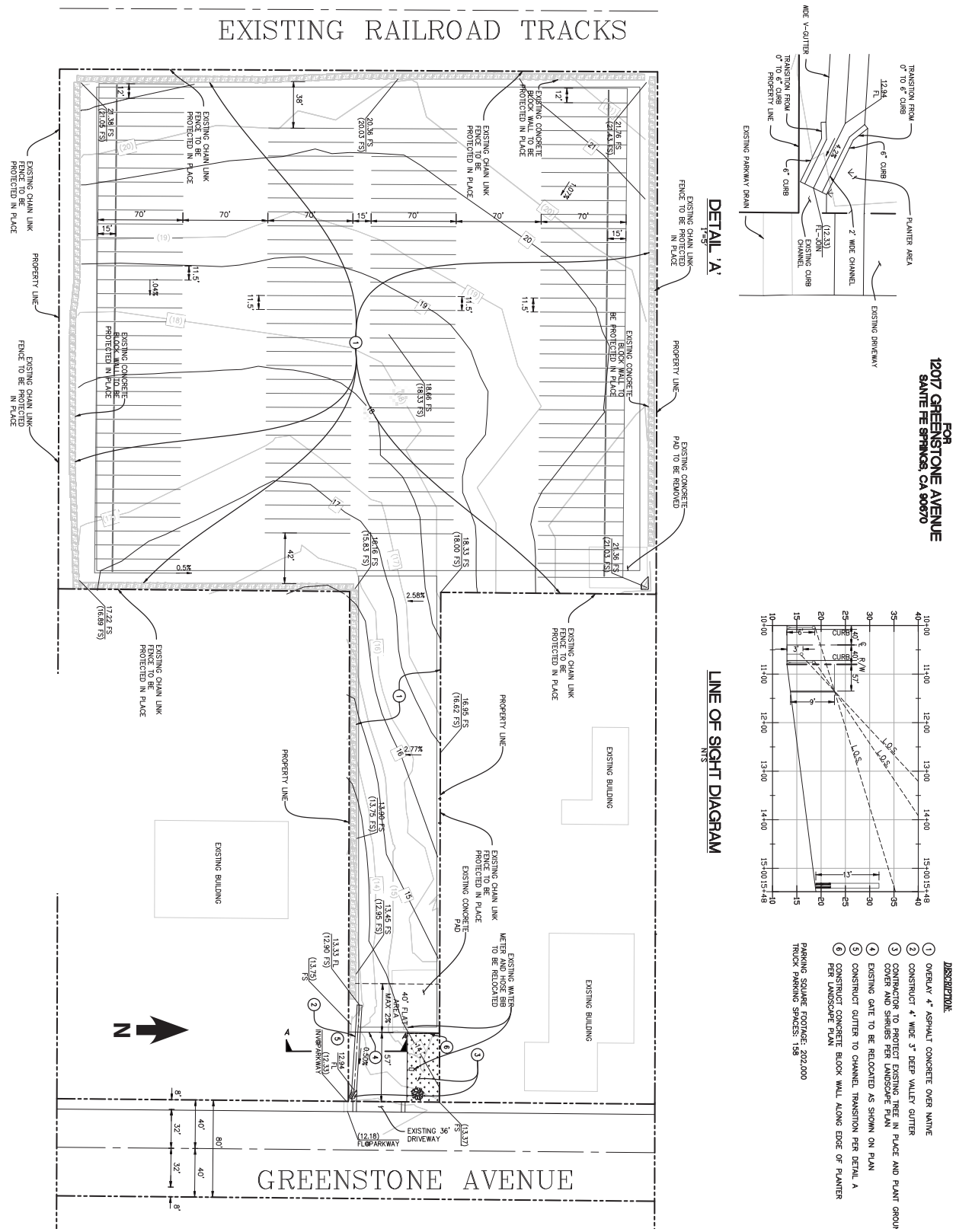
Local Area Map

Aerial of Project Site

Project Site

N

Site Plan


FOR
12017 GREENSTONE AVENUE
SANTE FE SPRINGS, CA 90670
EXISTING RAILROAD TRACKS
GREENSTONE AVENUE
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
EXISTING CHAIN LINK FENCE TO BE PROTECTED IN PLACE
EXISTING CONCRETE BLOCK WALL TO BE PROTECTED IN PLACE
EXISTING CONCRETE PAD TO BE REMOVED
EXISTING WATER METER AND HOSE BIB TO BE RELOCATED
EXISTING 36' DRIVEWAY
DETAIL 'A'
LINE OF SIGHT DIAGRAM
N
DESCRIPTION:
1 OVERLAY 4" ASPHALT CONCRETE OVER NATIVE
2 CONSTRUCT 4' WIDE 3" DEEP VALLEY GUTTER
3 CONTRACTOR TO PROTECT EXISTING TREE IN PLACE AND PLANT GROUND COVER AND SHRUBS PER LANDSCAPE PLAN
4 EXISTING GATE TO BE RELOCATED AS SHOWN ON PLAN
5 CONSTRUCT GUTTER TO CHANNEL TRANSITION PER DETAIL A
6 CONSTRUCT CONCRETE BLOCK WALL ALONG EDGE OF PLANTER PER LANDSCAPE PLAN
PARKING SQUARE FOOTAGE: 202,000
TRUCK PARKING SPACES: 158

5 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed project.

5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

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

5.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Printed Name For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is

appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

There are no scenic vistas near or viewed from the project site. The dominant scenic views from Santa Fe Springs include the views of the San Gabriel Mountains, located approximately 16 miles to the north of the City and views of the Puente Hills, located 5 miles northeast of the site. However, neither of these are within a viewshed from the project site or Greenstone Avenue. The project site and surrounding areas are urbanized, have generally flat topography, and used for trailer storage or developed with large two-story industrial/warehousing structures and do not contain any sensitive scenic vistas. The project would maintain similar uses. Thus, the project would not result in an adverse effect on a scenic vista. No mitigation measures are required.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California Department of Transportation's (Caltrans) Landscape Architecture Program administers the Scenic Highway Program contained in the Streets and Highways Code, Sections 260–263. State Highways are classified as either Officially Listed or Eligible. There are no officially designated state scenic highways in the vicinity of the project (Caltrans 2020). The closest State-designated scenic highway is a portion of State Route 91 (SR-91), which is located over 14 miles from the project site. Therefore, the proposed project does not have the potential to damage resources within a State-designated scenic highway. No mitigation measures are required.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The project site is located within an urbanized area that is developed with industrial uses. The site itself has been previously used for urban uses, that include a landfill, truck and trailer parking, and a rock crushing facility. Similarly, the project site is surrounded by a roadway, a railway, truck and trailer parking, and industrial buildings.

The City's General Plan designates the land use as Industrial and the site is zoned Heavy Manufacturing (M-2). The project includes paving the site, striping the pavement for circulation and delineation of parking and installation of landscaping, pursuant to the City's standards, which would be verified during the City's permitting process. The proposed landscaping would improve the visual quality of the site from off-site locations. Thus, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and no impacts would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The project site is located within a developed urban area. Existing sources of light in the vicinity of the project site includes: street lights, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that pass-through windows.

Construction. Although construction activities would occur primarily during daylight hours, construction activities could extend until 7:00 p.m., as permitted by the City's Municipal Code Section 155.425. Lighting required during construction of the project would be shielded and directed toward work activity areas and to prevent light encroachment into adjacent residential areas. Also, any construction related lighting would be temporary (3 months). In addition, there are no light sensitive uses, such as residential uses, near the project site, as the site is surrounded by industrial uses. Therefore, construction of the project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and no impacts would occur. No mitigation measures are required.

Operation. The project would include the provision of nighttime lighting for security purposes at the driveway entrance of the site and at the automatic gate. Implementation of the project could contribute additional sources to the overall ambient nighttime lighting conditions. However, the

project is located within an urban area that includes various sources of nighttime lighting and all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Municipal Code Section 155.425 that provides for directing lighting away from adjacent uses and intensity of security lighting. Because the project area is within an already developed area with various sources of existing nighttime lighting, and the project would be required to comply with the City's lighting regulations that would be verified by the City during the permitting process, any increase in lighting that would be generated by the project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant. No mitigation measures are required.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. However, the FedEx trailers that would park on the site are painted, are not highly reflective surfaces, and do not include large areas of glass. As described previously, on-site lighting would be angled down and be compliant with Municipal Code Section 155.425, which would avoid the potential of ibn on-site lighting to generate glare. Therefore, the project would not generate substantial sources of glare, and impacts would be less than significant. No mitigation measures are required.

Existing Plans, Programs, or Policies

PPP AES-1: Light and Glare. As required by Municipal Code Section 155.432, no activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets.

Mitigation Measures

None.

Sources

California Department of Transportation, *California Scenic Highway Mapping System* [Map]. Accessed: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and vicinity is void of agricultural uses. The California Department of Conservation Important Farmland mapping identifies the project site as Urban and Built-Up land (CDC 2020). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the project or converted to a non-agricultural use. Thus, no impact would occur, and no mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As described in the previous response, the project area is void of any agricultural uses. The project site is zoned for Heavy Manufacturing (M-2) uses and is surrounded by areas zoned for similar industrial uses. No agricultural zoning is located in the vicinity of the project area and no parcels within the project vicinity have Williamson Act contracts (DLRP 2020). Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no impact would occur, and no mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and vicinity is void of forest land or timberland. In addition, the project site is zoned for Heavy Manufacturing (M-2) uses and surrounded by areas zoned for similar industrial uses. Therefore, the project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no impact would occur, and no mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As described in the previous response, the project area is void of any forest land or land zoned for forest uses. Thus, the project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur, and no mitigation measures are required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described in the previous responses, the project area does not include and is not near any farmland or forest land or land zoned for either farm or forest uses. No other changes to the existing environment would occur from implementation of the project that could result in conversion of farmland to non-agricultural use or forest land to non-forest use. Thus, no impact would occur, and no mitigation measures are required.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

Sources

California Department of Conservation Important Farmland Finder (DCD 2020). Accessed at: https://maps.conservation.ca.gov/dlrp/ciff/

California Department of Conservation Division of Land Resource Protection Williamson Act Maps (DLRP 2020). Accessed at: http://www.conservation.ca.gov/dlrp/Pages/qh_maps.aspx

City of Santa Fe Springs Planning Handouts. Accessed: http://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The City of Santa Fe Springs is located in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) that monitors the Basin for pollutants and is responsible for regulating and controlling emissions. The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources.

For purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. Also, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections. Additionally, SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The project site has a General Plan land use designation of Industrial. The proposed project would provide on-site improvements to provide trailer parking that would support industrially related

trucking operations, which would be consistent with the existing Industrial land use designation. Therefore, the development density of the proposed project would be consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

In addition, emissions generated by construction and operation of the project would not exceed thresholds, as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

The analysis methodologies from the SCAQMD *CEQA Air Quality Handbook* are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Air Quality Significance Thresholds

	Mass Daily Thresholds (lbs/day)	
Pollutant	**Construction**	**Operations**
Oxides of Nitrogen (NO_X)	100	*55*
Reactive Organic Gases (ROG)	*75*	*55*
Respirable Particulate Matter (PM-10)	150	150
Fine Particulate Matter (PM-2.5)	*55*	*55*
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	*550*	*550*
Lead	3	3

Less than Significant Impact.
Construction. Project construction activities would generate pollutant emissions from: (1) finish grading; (2) construction workers traveling to and from the site; (3) delivery and hauling of construction supplies to, and debris from, the site; (4) paving the parking area; (6) application of architectural coatings.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 requirements that include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches. In addition, implementation of SCAQMD Rule 1113 governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling.

The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring and was determined by the Air Quality, Greenhouse Gas,

and Energy Assessment Report (included as Appendix A), based upon CalEEMod modeling. Table AQ-2 shows that construction emissions generated by the project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Generated Maximum Daily Regional Construction Emissions

	(lbs/day)					
Construction Activity	**ROG**	**NOx**	**CO**	**SOx**	**PM-10**	**PM-2.5**
Grading	3.6	42.4	17.4	0.0	4.8	3.1
Paving	2.2	17.7	16.1	0.0	1.2	0.8
Architectural Coating	3.7	1.8	2.7	0.0	0.3	0.2
Maximum Daily Emissions	3.7	42.4	17.4	0.0	4.8	3.1
Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix A
Notes: ROG = reactive organic gases; NOx = oxides of nitrogen; PM-10 = particulate matter 10 microns or less in diameter; PM-2.5 = particulate matter 2.5 microns or less in diameter; CO = carbon monoxide; SO_x = sulfur oxides

Operation. The proposed trailer parking on site are from yard goats and tractor trips between the project site and the FedEx Ground Facility that is approximately 1,100 feet north of the site. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, emissions from the proposed project would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would be less than significant.

Table AQ-3: Project Generated Peak-Day Regional Operational Emissions

	(lbs/day)				
Operational Activity	**ROG**	**NOx**	**CO**	**PM-10**	**PM-2.5**
Area	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0
Mobile	0.2	9.0	1.5	0.0	0.0
Total Project Operational Emissions	0.2	9.0	1.5	0.0	0.0
Previous Operational Emissions	0.1	3.9	0.7	0.0	0.0
Net Operational Emissions	0.1	5.1	0.8	0.0	0.0
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**

Source: Appendix A
NOx = oxides of nitrogen; PM-10 = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; PM-2.5 = particulate matter 2.5 microns or less in diameter; CO = carbon monoxide

c) Expose sensitive receptors to substantial pollutant concentrations?

The SCAQMD recommends the evaluation of localized NO_2, CO, PM-10, and PM-2.5 construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed

pursuant to the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008). According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008).

Localized Air Quality Thresholds

SCAQMD has developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM-10, and PM-2.5 pollutants for each of the 36 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 5, Southeast Los Angeles County.

Less than Significant Impact

Construction. The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily.

The Air Quality Impact Analysis (Appendix A) determined that the proposed project would disturb a maximum of 2.5 acres per day, and that the closest receptor is approximately 960 feet from the site on Shoemaker Avenue, which is over 290 meters from the project site. Therefore, the distance for sensitive receptors in the LST assessment was set at 290 meters.

As shown in Table AQ-4, with implementation of SCAQMD Rules as listed in PPP AQ-1 and PPP AQ-2, the daily construction emissions from the proposed project would not exceed any SCAQMD LST thresholds.

Table AQ-4: Construction Localized Air Pollutant Emissions

	(lbs/day)			
Construction Activity	**NO_x**	**CO**	**PM-10**	**PM-2.5**
Grading	42.4	16.7	4.6	3.1
Paving	14.1	14.7	0.8	0.7
Architectural Coating	1.7	1.8	0.1	0.1
Maximum Daily Emissions	42.4	16.7	4.6	3.1
SCAQMD LST	**124**	**964**	**110**	**44**
Exceed Thresholds?	**No**	**No**	**No**	**No**

Source: Appendix A
Notes: NOx = oxides of nitrogen; PM-10 = particulate matter 10 microns or less in diameter; PM-2.5 = particulate matter 2.5 microns or less in diameter; CO = carbon monoxide

Operation. Assessment of the proposed project's operational emissions entailed quantifying the operational emissions of the project. The maximum daily regional operational emissions were estimated by use of the CalEEMod model. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant. Therefore, the project would result in a less than significant impact related to localized emissions from operational activities.

Table AQ-5: Operational Localized Air Pollutant Emissions

	(lbs/day)			
Operational Activity	**NO_X**	**CO**	**PM-10**	**PM-2.5**
Area	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0
Mobile	9.0	1.5	0.0	0.0
Total Project Operational Emissions	9.0	1.5	0.0	0.0
Previous Operational Emissions	3.9	0.7	0.0	0.0
Net Operational Emissions	5.1	0.8	0.0	0.0
SCAQMD Significance Threshold	172	1,480	31	13
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: Appendix A
NOx = oxides of nitrogen; PM-10 = particulate matter 10 microns or less in diameter; PM-2.5 = particulate matter 2.5 microns or less in diameter; CO = carbon monoxide

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations.

The proposed trailer parking would not result in any other emissions, including odors. The trailers would be stored empty. Thus, no impacts related to odors would occur. No mitigation measures are required.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 403. The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

None.

Sources

Air Quality, Greenhouse Gas, and Energy Assessment Report prepared by Vince Mirabella, 2020 (AQ 2020) (Appendix A).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is an undeveloped and vacant site. The ground consists of between 2 and 10 feet of aggregate/rock capping a past portion of a landfill that is between 25 and 35 feet in depth. The site is flat. Grades have been maintained over time through the addition of aggregate and is highly compacted. The site is void of vegetation and wildlife species.

In addition, the project site is located within an urbanized area and is surrounded by a Metrolink rail right-of-way, industrial and trailer storage uses, and roadways. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) are known to occur on the site or adjacent area.

The project would repave and provide striping for use by FedEx for parking trailers. In addition, new landscaping, include ornamental trees and shrubs, would be installed at the driveway. As no sensitive species or habitats are located within the site or surrounding areas, implementation of the project would not result in an adverse effect, either directly or through habitat modifications, on any sensitive species, and impacts would not occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the previous response, the project site is within an urban area, developed, and does not contain any natural habitats, including riparian habitat or sensitive natural community. Additionally, the project site is bound by developed areas that include buildings, pavement, roadways, and small areas of ornamental landscaping that do not contain sensitive natural habitat areas. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from project implementation.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site and adjacent areas are located within a developed urban area and do not contain natural wetlands. Therefore, the project would not result in impacts to wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats, provide avenues for wildlife dispersal, migration, and contact between other populations. The project site is not located within a designated wildlife corridor or linkage. The project site has been historically used for urban uses and is within a developed and urban area and does not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. The adjacent rail right-of-way is

utilized daily by freight and Metrolink trains. Thus, implementation of the project would not result in impacts related to wildlife movement or wildlife corridors.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. Trees in the public right-of-way in the City are protected under the City's Municipal Code Sections 96.130 through 96.140, which regulates the planting, maintenance, and removal of trees in public locations in the City. The project would install new landscaping on private property and not subject to the City ordinance. Therefore, implementation of the project would not conflict with local polices or ordinances protecting trees and no impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is developed and in an urban area. The project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in impacts to biological habitat plans.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Fish and Wildlife Natural Diversity Database (CNDDB). Accessed at: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018408-cnddb-in-bios

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Accessed at: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. The project site does not contain any historical resources. CEQA defines a historical resource as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

There are no documented historic resources on or within the vicinity of the project site. As described previously, the project site is undeveloped and was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The Kobra Dump, which extended through the project site, was in operation from 1961 through 1972 (SWIS 2020). After it closed the site was covered with two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Grades on the site have been maintained through the use of aggregate and rock fill as needed.

The project site is not listed in any register of resources and does not meet the CEQA criteria related to a historic resource. Additionally, the site is not associated with events, persons, or architecture that would meet the California Register criteria of a historic resource. Therefore, the project would not result in impacts to historic resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. As described in the previous response, the project site was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The previous landfill material under the site is approximately 45 feet deep (SWIS 2020), which is topped by two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Due to the previous uses

of the project site and the depth of fill on-site, it is unlikely that existing archaeological resources exist on the project site.

In addition, the project does not involve excavation. As detailed in the project description, the site would undergo finished grading, paving, landscaping at the driveway of the site, and finishing, such as striping the parking area. Because the project does not include excavation, and due to the existence of fill deposits on-site, no impacts related to archaeological resources would occur.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. As described in the previous response, the project site consists of between two and ten feet of aggregate/rock capping over a portion of a previous landfill that extends 45 feet deep and has not been previously used as a cemetery. In addition, the project does not involve excavation. As detailed in the project description, the site would undergo finished grading, paving, landscaping at the driveway of the site, and finishing, such as striping the parking area. Because the project does not include excavation no impacts related to human remains are anticipated.

However, in the unanticipated event that human remains are found during project construction activities compliance with California Health and Safety Code Section 7050.5 (included as PPP CULT-1) would ensure that impacts do not occur. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site, the County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will make a determination as to the Most Likely Descendent.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

None.

Sources

CalRecycle SWIS Facility Detail Kobra Dump (19-AI-5000) (SWIS 2020). Accessed: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AI-5000/Document.

Office of Historic Preservation, California Historical Resources. Accessed: http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=30

U.S. Department of the Interior, National Register of Historic Places. Accessed: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.
Construction
During construction of the proposed project, energy would be consumed in three general forms:

i. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;

ii. Electricity associated with providing temporary power for lighting and electric equipment; and

iii. Energy used in the production of construction materials, such as asphalt.

Based on these uses of energy during construction activities, the proposed construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur is limited to a 3-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. In addition, compliance with existing CARB idling restrictions would reduce fuel combustion and energy consumption. Table E-1 shows that the construction equipment used to develop the proposed project is estimated to result in the need for 2,694 gallons of diesel fuel.

Table E-1: Estimated Construction Equipment Fuel Consumption

Activity	Equipment	Project Number	Project Hours per day	Default Horse-power	Default Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Grading	Excavators	1	8	158	0.38	20	9,606	0.019763	190
	Graders	1	8	187	0.41	20	12,267	0.021143	259
	Rubber Tired Dozers	1	8	247	0.4	20	15,808	0.020461	323
	Crawler Tractor	3	8	212	0.43	20	43,757	0.022173	970
Paving	Pavers	2	8	130	0.42	20	17,472	0.021525	376
	Paving Equipment	2	8	132	0.36	20	15,206	0.018334	279
	Rollers	2	8	80	0.38	20	9,728	0.019412	189
Architectural Coating	Air Compressor	1	6	78	0.48	20	4,493	0.023965	108
Fuel Consumption rates derived from the ARB OFFROAD2017 - Orion Web Database								Total	2,694

In addition, Table E-2 shows that the construction vehicular trips from haul trucks, vendor trucks, and worker vehicles used to develop the proposed project is estimated to result in the need for 559 gallons of gasoline and 777 gallons of diesel fuel.

Table E-2: Estimated Construction Vehicular Trip Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	777	0
Vendor Trucks	0	0
Worker Vehicles	0	559
Construction Vehicles Total	**777**	**559**

Source: Appendix A

Table E-3 shows that the total construction need would be 3,471 gallons of diesel fuel and 559 gallons of gasoline fuel.

Table E-3: Estimated Total Construction Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	777	559
Off-road Construction Equipment	2,694	0
Construction Total	**3,471**	**559**

Source: Appendix A

Operation

Once operational, the project would generate demand for electricity from new on-site lighting, security cameras, and the automated entrance/exit gate. Also, the yard goats and shuttle tractors that would periodically drop off and pick up trailers from the site would generate a demand for gasoline. However, as described in the Project description, the site would be used for parking and stockpiling of empty trailers; and for most of the year, only a small number of trailers would be moved each day.

This use of energy is typical for an urban development and typical for a parking lot/storage facility. As provided in the project description, the site would be unmanned and no staff vehicular

trips would occur, which limits gasoline usage for operation of the project. No operational activities would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current CalGreen Building Code as included in the City's Municipal Code as Section 150.001. The City's administration of the CalGreen Building Code includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical CalGreen measures include insulation; use of energy-efficient lighting and water conserving irrigation.

Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-4, operation of the proposed project is estimated to result in the annual use of 588 gallons of fuel and 40,208 kilowatt-hours of electricity.

Table E-4: Estimated Operational Energy Usage per Year

Diesel Fuel[1]	**Annual VMT**	**Gallons of Diesel Fuel**
Transportation – Project	7,262	1,016
Transportation – Previous	3,058	428
Transportation - Net	**4,204**	**588**
Electricity[2]	**Kilowatt-Hours**	
Electricity – Project	70,700	
Electricity – Previous	30,492	
Electricity - Net	**40,208**	
Natural Gas[2]	**Thousands British Thermal Units**	
Natural Gas – Project	0	
Natural Gas – Previous	0	
Natural Gas - Net	**0**	

Source: Appendix A
[1] Fuel consumption from vehicle travel derived from ARB EMFAC2017 emission model.
[2] Electrical and natural gas usage derived from the CalEEMod model.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed project would be required to meet the CalGreen energy efficiency standards in effect during permitting of the project. The City's administration of the CalGreen requirements included by the City's Municipal Code as Section 150.001 includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, as the project is limited to a parking lot facility. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Air Quality, Greenhouse Gas, and Energy Assessment Report prepared by Vince Mirabella, 2020 (AQ 2020) (Appendix A).

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The California Department of Conservation fault zone mapping (DOC 2020), shows that there are no known active faults traversing the site. The closest active fault is the Whittier Fault that is located approximately 5 miles to the northeast of the project site (DOC 2020). Thus, the project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map, and impacts would not occur. No mitigation measures are required.

ii. Strong seismic ground shaking?

Less than Significant Impact. As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. As described in the previous response, the closest active fault is the Whittier Fault that is northeast of the project site (DOC 2020). Movement along this fault, or other regional faults could result in seismic ground shaking on the project site. The amount of motion expected at the project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter.

However, the finished grading, asphalt, and security gate installation would be required to be in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), as included in the City's Municipal Code Section 150.001, which regulates all construction projects within the City and implements a minimum standard for construction that includes specific requirements for seismic safety. Because the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's permitting process, the project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

The site does not have the potential for liquefaction. The site is not underlain by loose soils or groundwater within 50 feet of the ground surface. As described previously, the project site is

undeveloped and was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The previous landfill material under the site is approximately 45 feet deep (SWIS 2020), which is topped by two to five feet of soils and an additional two to ten feet of aggregate and rock. In addition, the base of aggregate and rock has been highly compacted by the previous truck and trailer parking and rubble crushing/base rock facility.

In addition, the California Department of Conservation mapping shows that the site is not located within a mapped liquefaction area (DOC 2020). Therefore, due to the lack of groundwater within 50 feet of the ground surface, lack of unconsolidated soils, and the geological mapping of the project area, the project site is not anticipated to be subject to liquefaction hazards.

Also, as described in the previously, the project would be required to be constructed in compliance with the CBC and the Santa Fe Springs Municipal Code, which would be verified through the City's permitting process. Thus, impacts related to liquefaction would not occur.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the project site is located in a flat developed urban area that does not contain or is adjacent to large slopes, and the project would not generate large slopes. As a result, implementation of the project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur.

b) Result in soil erosion or the loss of topsoil?

Less than Significant Impact. As described previously, the site is topped by two to ten feet of compacted aggregate and rock. Thus, topsoil does not exist on-site. However, the finished grading activities of the project has the potential to contribute to aggregate erosion. Finished grading activities that would be required for the project would expose and loosen aggregate, which could be eroded by wind or water.

However, the City's Municipal Code Chapter 52 Stormwater Management and Discharge Control implements the requirements of the Los Angeles County Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175, as amended, (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the project.

To reduce the potential for erosion, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's permitting process, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed project includes installation of pavement and landscaping and areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed project. As a result, with implementation of existing requirements and PPP WQ-1, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant. No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the project site is located in a flat developed urban area that does not contain or adjacent to large slopes, and the project would not generate large slopes. Therefore, impacts related to landslides would not occur.

Also, as described in Response a) iii., the site is not within a potential liquefaction area. In addition, the existence of two to ten feet of compacted aggregate and rock on the site limits potential of settlement and subsidence to a less than significant level. Additionally, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's permitting process. Thus, the project would not result in impacts related to liquefaction, settlement, and subsidence.

In addition, as described in the previous responses, the finished grading, asphalt, and security gate installation would be required to be in compliance with the CBC and the City's Municipal Code to ensure stability, which would be verified through the City's permitting process. Thus, impacts would not occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

As described previously, the project site was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The previous landfill material under the site is approximately 45 feet deep (SWIS 2020), which is topped by two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. The site has been highly compacted by the previous truck and trailer parking and rubble crushing/base rock facility. Due to the existence of compacted aggregate and rock, the impacts related to soils expansion are not anticipated.

In addition, as described in the previous responses, the finished grading, asphalt, and security gate installation would be required to be in compliance with the CBC and the City's Municipal Code to ensure stability, which would be verified through the City's permitting process. Thus, impacts related to expansive soils would not occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The project would be an unmanned parking lot facility and no restrooms or other generators of wastewater are associated with the project. Existing restroom facilities are provided at the existing FedEx Ground facility is located at 11688 Greenstone Avenue (1,100 feet north of the project site). Therefore, no impacts related to the use of such facilities would occur from implementation of the project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As described previously, the project site was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The previous landfill material under the site is approximately 45 feet deep (SWIS 2020), which is topped by two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Due to the previous uses of the project site and the depth of fill on-site, it is unlikely that existing paleontological resources exist on the project site.

In addition, the project does not involve excavation. As detailed in the project description, the site would undergo finished grading, paving, landscaping at the driveway of the site, and finishing, such as striping the parking area. Because the project does not include excavation, and due to the existence of fill deposits on-site, no impacts related to paleontological resources would occur.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The project is required to comply with the California Building Code as included in the City's Municipal Code Section 150.001 to preclude significant adverse effects associated with seismic hazards.

PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 52 Stormwater Management and Discharge Control and the Los Angeles County RWQCB NPDES Storm Water Permit Order No. R4-2012-0175. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Santa Fe Springs staff or its designee to confirm compliance.

Mitigation Measures

None.

Sources

California Department of Conservation. Earthquake Zones of Required Investigation (DOC 2020). Accessed: https://maps.conservation.ca.gov/cgs/EQZApp/app/

California Geological Survey Earthquake Zones of Required Investigation Whittier Quadrangle. Accessed: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/WHITTIER_EZRIM.pdf

CalRecycle SWIS Facility Detail Kobra Dump (19-AI-5000) (SWIS 2020). Accessed: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AI-5000/Document.

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

Los Angeles County Regional Water Control Board MS4 Permit. Accessed: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/losangeles.html

CalRecycle SWIS Facility Detail Kobra Dump (19-AI-5000) (SWIS 2020). Accessed: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AI-5000/Document.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. GCC is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent ($MTCO_2e$) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Santa Fe Springs. As such, this threshold is utilized herein to determine if GHG emissions from this project would be significant.

Construction
During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. Construction emissions are amortized over 30 years per SCAQMD methodology.

Operation
During operations, the project would generate long-term GHG emissions from gasoline powered yard goats and shuttle tractors that would periodically drop off and pick up trailers from the site.

Table GHG-1 summarizes the GHG Emissions that would result from construction and operation of the proposed project. As shown, the increase in GHG emissions (including annualized construction emissions) are below the SCAQMD GHG significance threshold of 3,000 $MTCO_2e$. Therefore, and impacts would be less than significant.

Table GHG-1: Project Generated Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Area	*0*
Energy	*17*
Mobile	*178*
Waste	*0*
Water	*0*
Total	195
Project Construction Emissions	3
Project Construction and Operation	198
Previous Emissions	82
Net Emissions	**116**
Significance Threshold	**3,000**
Exceeds Threshold?	**No**

Source: Appendix A

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the project would not exceed thresholds related to GHG emissions. In addition, the project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The proposed trailer parking would not conflict with fuel and car standards or cap-and-trade.
- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The project would develop a new trailer parking facility that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency. The project is required to comply with Title 24, which would be verified by the City during the project permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies

to any transportation fuel that is sold or supplied in California, all vehicles trips generated by the project would comply with LCFS.

- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the project permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Thus, no impacts would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Air Quality, Greenhouse Gas, and Energy Assessment Report prepared by Vince Mirabella, 2020 (AQ 2020) (Appendix A).

South Coast Air Quality Management District Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds (SCAQMD 2008). Accessed: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to

the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction. The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, and asphalt substances. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the project would be less than significant.

Operation. Operation of the project would trailer storage at an unmanned facility. There would be an automatic gate that would be operated by yard goats and tractors located at the existing FedEx Ground facility. These vehicles would periodically drop off and pick up trailers from the site. No other activities would occur at the site. Operation of the parking and trailer storage lot would not involve the use of hazardous materials and would not generate hazardous waste. Therefore, the proposed project would not result impacts related to the routine transport, use, or disposal of hazardous materials or waste during operations.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, fuel, and asphalt substances. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. Thus, impacts during construction would be less than significant.

In addition, operation of the trailer storage facility would be unmanned. There would be an automatic gate that would be operated by yard goats and tractors located at the existing FedEx Ground facility. These vehicles would periodically drop off and pick up trailers from the site. No other activities would occur at the site. Operation of the parking and trailer storage lot would not involve the use of hazardous materials and would not generate hazardous waste. Therefore, impacts related to the release of hazardous materials into the environment would be less than significant.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools or proposed schools within one-quarter mile of the project site. The closest school to the project site is the John Glenn High School located over one mile south of the site at 13520 Shoemaker Avenue, Norwalk; and the Carmela Elementary School located 1.2 miles northeast of the site at 13300 Lakeland Rd, Whittier. As described in response a), construction of the project would involve the use, storage and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in

compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near the school.

Operation of the project would involve empty trailers traveling to and from the FedEx Ground facility located 1,100 feet north of the project site and would not pass by either school facilities. Also, the emissions that would be generated from construction and operation of the proposed project were evaluated in the air quality analysis presented in Section 3, which determined that the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, impacts related to emission or handling of hazardous materials, substances, or waste near the school would not occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the California Department of Toxic Substance Control EnviroStor listing, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There would be no significant hazard to the public or environment resulting from the site's presence on such a list.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is not within 2 miles of an airport. The closest airport is the Fullerton Municipal Airport that is located approximately 6 miles southeast of the project site and the Long Beach Airport is located approximately 8 miles to the southwest. The project site is not located within any airport land use plan, nor is it within an airport safety zone. Therefore, the project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

No Impact. The project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction
Short-term construction activities would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. In addition, travel along Greenstone Avenue would remain open and would not interfere with emergency access in the site vicinity. In addition, the electrical connections from the site to Greenstone Avenue would also not affect emergency access in the area.

Operation
Direct access to the project site would be provided from Greenstone Avenue by an approximately 36-foot-wide driveway. In addition, the project would provide drive isles that range between 38 and 70 feet wide and would conform to the Santa Fe Springs Fire Department standards. The Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California

Code of Regulations, Part 9) and the Fire Code included per Municipal Code Section 93.01. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is not located within an identified wildland fire hazard area, as identified by CalFire Fire Hazard Severity Zone Maps. The project is located within a completely developed area. In addition, the project would be unmanned, with only FedEx employees picking up and dropping off trailers as needed. Thus, the project would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Fire Hazard Severity Zone Map. Accessed: http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps

California Department of Toxic Substance Control EnviroStor. Accessed: https://www.envirostor.dtsc.ca.gov/public/

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

Hazardous Waste and Substances Site List (Cortese). Accessed: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?				
i. result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or?	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The project site is within the Lower San Gabriel River Watershed Region of Los Angeles County and under the jurisdiction of the Los Angeles County RWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect

those uses (water quality objectives). Water quality standards for all ground and surface waters are implemented through the City's standard permitting process.

Construction. Construction of the proposed project would require finished grading, which would loosen the surface level of aggregate/rock surface of the site. This may have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as asphalt, fuels, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff could wash into and pollute waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a grading and erosion control plan that is required by the Los Angeles County RWQCB MS4 Permit (described previously in Response 7.b), which requires preparation of a SWPPP by a Qualified SWPPP Developer. The SWPPP (included as PPP WQ-1) is required for plan check and approval by the City's Department of Public Works prior to provision of permits for the project, and would include construction Best Management Practices (BMPs) such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management

Adherence to the existing requirements and implementation of the appropriate BMPs, which would be verified by the City's Department of Public Works through the standard permitting and inspection process would ensure that activities associated with construction would not violate any water quality standards or waste discharge requirements, and impacts would not occur.

Operation. The proposed project site is currently impervious, as the site ground surface consists of highly compacted aggregate/rock. Therefore, the addition of asphalt pavement would not change the perviousness of the site. The site has previously been used for industrial and trailer parking facilities. The proposed project would park and store empty trailers on site. Because the trailers would be empty, the project would not involve pollutants from the trailers that would be parked on-site.

However, the yard goats and tractors that are used to move the trailers to and from the site would have the potential to generate pollutants such as, trash, debris, oil, and grease. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with the Los Angeles County Areawide MS4 Permit the project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs (included as PPP WQ-2). Source control BMPs would minimize the introduction of pollutants that may result in water quality impacts.

With implementation of the operational BMPs that would be required by the City pursuant to the NPDES permit, which would be verified during the permitting process for the proposed project (per PPP WQ-2), potential pollutants would be reduced to the maximum extent feasible, and the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, less than significant impacts would not occur.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The project would require a temporary and limited amount water during the 3-month construction process. This limited and short-term use of water would not have the potential to substantially deplete groundwater supplies.

During operations, the parking and storage facility would be unmanned. There would be no restrooms needed and a limited volume of water would be required for irrigation of the proposed landscaping that would consist of drought tolerant trees and shrubs. The irrigation system would conform to City's water conservation regulations, which are included in the City's Municipal Code as Section 54.01.

In addition, as described in the previous response, the site is currently impervious, as it consists of compacted aggregate/rock. Therefore, the addition of asphalt pavement would not change the perviousness of the site and would not change the rate of infiltration. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?

i. result in substantial erosion or siltation on- or off-site;

Less than Significant Impact. The project site does not include a stream, river, creek, or other water body. As described previously, the project site is impervious. Stormwater flows across the project site to Greenstone Avenue.

The project would not substantially alter the drainage pattern on-site. Storm flows from the site would continue to flow toward Greenstone Avenue and be captured by the proposed landscaping at the driveway entrance that would retain and filter runoff prior to discharge onto Greenstone Avenue. In addition, as described previously in Response 10.a), existing regulations require preparation of a SWPPP by a Qualified SWPPP Developer and a WQMP. The SWPPP would implement erosion control and sediment control. Adherence to a City approved SWPPP (included as PPP WQ-1), which would be verified prior to the issuance of a grading permit and adherence to a City approved WQMP (included as PPP WQ-2) would ensure that potential erosion associated with construction and operational activities would be minimized, and impacts would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant Impact. As described in the previous responses, the project site does not include a stream, river, creek, or other water body. The project site is impervious. Thus, the project pavement would not increase impervious surfaces, and an increase in runoff from impervious surfaces would not occur. Consistent with the existing condition, runoff from the site would flow toward Greenstone Avenue. However, the new landscaping area at the driveway entrance, would retain and filter runoff prior to discharge. Thus, the project would not substantially alter the existing drainage pattern on the site or in the area, or substantially increase the rate or amount of runoff that could result in flooding; and impacts would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As described previously, the project site is impervious. Thus, the project pavement would not increase impervious surfaces, and an increase in runoff from impervious surfaces would not occur. Consistent with the existing condition, runoff from the site would flow toward Greenstone Avenue. Due to the site's historical use as a landfill, the Regional Water Quality Control Board has directed the project to continue releasing runoff into Greenstone Avenue, with no onsite infiltration. Additionally, the SWPPP (included as PPP WQ-1) and WQMP (included as PPP WQ-2) would ensure that construction and operational activities minimize the potential of pollutants entering runoff. Therefore, impacts would be less than significant.

iv. impede or redirect flood flows

No Impact. A 100-year flood hazard area is an area in which a flood event has a 1 percent probability of occurring in any given year. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project site and vicinity (FEMA FIRM number 06037C1841F) shows that the site is identified as Zone X, which is not within a 100-year flood zone. In addition, the project site does not contain any bodies of water and is not located in the vicinity of any bodies of water that could result in flooding on the project site.

The project would improve the site with pavement, striping, and a security gate for use as a trailer storage facility. The proposed project would not develop any structures that could impede or redirect flood flows. Thus, the project would not impede or redirect flood flows, and impacts would not occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As described previously, the FEMA FIRM for the project site and vicinity (FEMA FIRM number 06037C1841F) shows that the site is identified as Zone X, which is not within a 100-year flood zone. In addition, the project site does not contain any bodies of water and is not located in the vicinity of any bodies of water that could result in flooding on the project site.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site the project site is located inland approximately 14 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.

A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. There is no body of water body near

the site, and there is therefore no potential for impacts from seiche. Therefore, the project site is not within a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to project inundation. Furthermore, no types of pollutants would be stored on-site. Thus, impacts would not occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As described previously in Response 10.a), existing regulations require preparation of a SWPPP by a Qualified SWPPP Developer (included as PPP WQ-1) and a WQMP (included as PPP WQ-2). Adherence to these requirements would be verified prior to the issuance of a grading permit, which would ensure that potential impacts to water quality would be minimized, and impacts would be less than significant.

In addition, as described previously, the site is impervious, as it consists of compacted aggregate/rock. The addition of asphalt pavement would not change the perviousness of the site and would not change the rate of infiltration. Therefore, the project would not affect groundwater management.

Existing Plans, Programs, or Policies

PPP WQ-1: SWPPP. As listed previously in Section 7, *Geology and Soils*.

PPP WQ-2: WQMP. The project shall comply with the City's Municipal Code Chapter 52 related to the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit.

Mitigation Measures

None.

Sources

Federal Emergency Management Agency Flood Map Service Center. Map Number 06037C1841F. Accessed: https://msc.fema.gov

Santa Fe Springs General Plan Safety Element. Accessed: https://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

City of Santa Fe Springs Urban Water Management Plan. Accessed: https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=9166

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The proposed project site has been previously used for industrial and trailer parking uses and is located in between similar industrial and parking uses. The proposed project would improve the site to provide an improved FedEx trailer storage facility. The project site is not within an established community because no residential structures exist on or adjacent to the site. The new parking lot facility would be consistent with the existing industrial and trailer parking uses, and the project would not divide an established community. In addition, the project would not develop any off-site roads or other infrastructure that could divide a community. Therefore, implementation of the proposed project would not physically divide an established community, and impacts would not occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project site currently has a General Plan land use designation of Industrial. As described in the General Plan Land Use Element, the land use provides for a variety of uses that include facilities for manufacturing, distribution, and warehousing. The site is zoned Heavy Manufacturing (M-2). The City's zoning code states that the M-2 zone is for heavy industrial uses.

The project would improve the 5.55-acre project site to provide a 202,000-square-foot parking facility to be used by the FedEx Ground facility located 1,100 feet north of the site. The trailer parking uses are consistent with the Industrial General Plan land use designation and the M-2 zone. Thus, the project would not result in conflict with a land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would not occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Santa Fe Springs General Plan. Accessed:
https://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

City of Santa Fe Springs Municipal Code. Accessed at:
http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As described previously, the project site was previously used as a portion of a landfill, truck and trailer parking, and a rock crushing facility. The previous landfill material under the site is approximately 45 feet deep (SWIS 2020), which is topped by two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Thus, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. As described in the previous response, the project site is a portion of a former landfill and is not a mineral resource recovery site. The site has a general plan land use designation for industrial uses and a zoning designation for Heavy Manufacturing (M-2). Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan as a result of project implementation. No impacts would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Department of Conservation Mineral Land Classification Mapping. Accessed: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

State Law

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25 28) for residential dwellings and hotel and motel rooms. Conventional construction practices, with closed windows and fresh air supply systems or air conditioning normally suffice.

City of Santa Fe Springs Noise Element

The City's Noise Element Noise/Land Use Compatibility Matrix indicates that industrial land uses, such as the project site, are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. Noise-sensitive residential land uses are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with noise levels below 65 dBA CNEL. For conditionally acceptable land uses, new development should be undertaken only after detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design. Convention construction, but with closed windows and fresh air supply systems or air conditions, will normally suffice.

City of Santa Fe Springs Municipal Code

Municipal Code, Section 155.424, Exterior Noise Level Limits, states that exterior noise levels at industrial uses shall not exceed 80 dBA Leq for more than 5 minutes, or 90 dBA at any time (both daytime and nighttime).

For residential uses, Section 155.424 states that exterior noise shall not exceed 60 dBA for more than 5 minutes, or 70 dBA at all during the daytime hours (7:00 a.m. to 10:00 p.m.), and shall not exceed 55 dBA for more than 5 minutes or 60 dBA at all during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Municipal Code, Section 155.425(B) Construction of buildings and projects. It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day.

Sensitive Receptors
Sensitive receptors near the project site include existing residences, the closest of which is located approximately 960 feet (one block) away from the site on Shoemaker Avenue. This area is shielded from noise from the project site by two roadways (Greenstone Avenue and Shoemaker Avenue) and a street block wide of existing two and three story high industrial buildings that exist in between.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact
Construction. Construction of the proposed project would occur over a 3-month period. Noise generated by construction equipment would include a combination of trucks, equipment, and asphalt mixers that would generate noise. Construction is expected to occur in the following stages: finished grading, paving, architectural coating, landscaping, lights, and gate installation. Noise levels generated by heavy construction equipment can reach 73.5 dBA when measured at 50 feet, as shown on Table N-1.

Table N-1: Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq)
1	Truck Pass-Bys & Dozer Activity	30'	63.6	59.2
2	Grading Activities	30'	77.9	73.5
3	Mixer Truck Movements	50'	71.2	71.2
4	Paver Activities	30'	70.0	65.6
5	Mixer Backup Alarms & Air Brakes	50'	71.6	71.6
6	Mixer Pour Activities	50'	67.7	67.7

As described previously in the municipal code discussion, 80 dBA for 5 minutes or 90 dBA for any time is the threshold for project noise activities in industrial areas. As the highest noise from construction would be 73.5 dBA 50 feet from construction activities, it would not exceed the noise level standard for industrial.

Sound levels decrease by 6 dBA for each doubling of distance.[2] As described previously, residential areas are 960 feet from the site. At 800 feet from the site, the construction noise would be reduced by 24 decibels to 49.5 dBA. Additionally, the residential uses are set behind large industrial buildings that would block construction noise from the project. Therefore, the project construction noise would not exceed the 60 dBA 5-minute noise level standard at the residential areas. Overall, impacts related to construction noise would be less than significant.

[2] Federal Highway Administration Noise Fundamentals. Accessed: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Operation. The project site would be used as an empty trailer parking area and would be unmanned. There would be an automatic gate that would be operated by yard goats and tractors that would drop off and pick up trailers from the site when not needed for use at the existing FedEx Ground facility that is located approximately 1,100 feet north of the site on Greenstone Avenue. No other activities would occur at the site.

As listed on Table N-1, truck pass-by and dozer activity results in noise levels of 59.2 dBA leq at 50 feet from the noise source. This level of noise is consistent with what would occur from trailer movement activities and is lower than the municipal code requirements. In addition, truck and trailer movement activities currently exist in the project vicinity, including parcels adjacent to the project site, and the project would not result in a new source of noise that could increase in ambient noise levels. Thus, operational noise generated by the proposed project would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Construction. Construction activity included in the project can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential to cause at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Haul Trucks: Trucks hauling building materials to construction site can be sources of vibration, particularly if the streets have bumps or potholes.

The City's General Plan and Municipal Code do not include vibration level standards. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep and provide a substantiated basis for determining the significance of construction vibration impacts.

The ground-borne vibration levels from the project's construction activities were estimated by data published by the FTA (FTA 2018). Table N-2 shows that the highest construction vibration levels would be 70.3 VdB at 90 feet from the project site, which does not exceed the FTA 80 VdB threshold. As shown on Table N-2, the highest vibration levels drop 7.7 VdB within 40 feet. The sensitive receptors are located 960 feet from the site; therefore, vibration would be much lower at the sensitive receptor locations, and impacts related to construction activities would be less than significant.

Table N-2: Construction Equipment Vibration Levels

Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)					Threshold Exceeded?
	Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels	
90'	41.3	62.3	69.3	70.3	70.3	No
50'	49.0	70.0	77.0	78.0	78.0	No

Source: FTA 2018.

Operation. Operation of the proposed trailer parking would include yard goats and tractors moving trailers to and from the parking areas on site and the FedEx Ground facility 1,100 feet

north of the site on Greenstone Avenue. Truck, tractor, and yard goat vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA Transit Noise Impact and Vibration Assessment, trucks rarely create vibration that exceeds 70 VdB. Trucks transiting on site would be travelling at very low speeds so it is expected that truck vibrations would not exceed the FTA 80 VdB threshold. Therefore, operational vibration impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not within 2 miles of an airport. The closest airport is the Fullerton Municipal Airport that is located approximately 6 miles southeast of the project site and the Long Beach Airport is located approximately 8 miles to the southwest. The project site is not located within any airport land use plan. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impacts would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

City of Santa Fe Springs Planning Handouts. Accessed: http://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

Federal Transit Administration Transit Noise and Vibration Impact Assessment, 2019. Accessed at: https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/noise-and-vibration

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less than Significant Impact. The project site was previously a portion of a landfill that was recently used for truck and trailer parking and a rubble crushing/base rock facility. The site has a land use designation of Industrial and is zoned Heavy Manufacturing (M-2). The project would improve the site for use by Fed Ex for trailer parking and storage as part of operation of the nearby FedEx Ground facility, which is in full operation. As provided in the project description, the additional trailer storage is intended to better manage trailer inventory.

In addition, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the existing adjacent roadway system, and electricity would be provided by the existing electrical infrastructure that serves the site. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce population growth. Overall, direct and indirect impacts related to population growth would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is undeveloped and does not include any existing people or housing. In addition, the site has a land use designation of Industrial and is zoned Heavy Manufacturing (M-2) and is not designated for housing. The project would improve the site for used by FedEx for trailer parking and storage uses. No housing or people would be displaced by implementation of the proposed project, and construction of replacement housing would not be necessitated. No impact would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

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

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less than Significant Impact.** The Santa Fe Springs Department of Fire-Rescue services the resident community and business population in an area of approximately 9 square miles. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Fire Department has four fire stations. The closest fire station is Fire Station 1, located 0.4 mile north of the site at 11300 Greenstone Avenue.

The project site is located within the service area of the Fire Department and has been historically served by the existing fire stations. Improvement of the site for trailer storage would be required to provide emergency access pursuant to the California Fire Code (Title 24, Part 9 of the California Code of Regulations), which is included as Section 93.01 of the City Municipal Code.

Since the site is already served by the existing fire stations, the closest of which is 0.4 mile from the site, the project would be constructed pursuant to existing California Fire Code regulations, and no full-time employees would be on-site, the project would not result in an increased need for fire protection services. Therefore, the project would result in less than significant impacts related to fire protection services.

***Police Protection* – Less than Significant Impact.** The Whittier Police Department provides policing services for the City of Santa Fe Springs under contract. The Police Services Center is located at 11576 Telegraph Road, approximately 3.2 miles northwest of the project site. As described in the previous response, the project would not result in full-time employees on the site. Additionally, the trailers would be empty while on-site, which reduces potential theft. Access to the site would be provided from by a transponder-operated gate; and new on-site lighting, security cameras would provide on-site surveillance. Also, pursuant to the City's existing permitting process, the Police Department would review the project's site plans to ensure that design measures are incorporated appropriately to provide a safe environment.

Due to the nature of the project site that is within an area that is already served by the police department and has been used for similar trailer parking uses, the project would not result in expanded police services or facilities. Therefore, the project would not result in the need for, new or physically altered police protection facilities, and impacts related to police services would be less than significant.

***Schools* – No Impact.** As described previously, the proposed project would develop new trailer parking and storage for FedEx that would not expand the existing FedEx Ground facility's operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could have school-aged children. Hence, the project would not generate additional students that could attend area schools. Thus, impacts related to schools would not occur from the proposed project.

***Parks* – No Impact.** As described previously, the proposed project would develop new trailer parking for FedEx that would not expand the existing FedEx Ground Facility's operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could use area parks. Thus, impacts related to parks would not occur from the proposed project.

***Other Services* – No Impact.** Refer to the previous responses. The proposed project would not result in an increased resident population or an increase in the local workforce. Based on these factors, the proposed project would not result in any long-term impacts to other public facilities.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

City of Santa Fe Springs. Department of Fire-Rescue. Accessed:

http://www.santafesprings.org/cityhall/fire_rescue/default.asp

City of Santa Fe Springs. Police Services. Accessed:
http://www.santafesprings.org/cityhall/police_services/default.asp

City of Santa Fe Springs Municipal Code. Accessed at:
http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

No Impact. As described in response to Impact 15, *Public Services*, the proposed project would develop new trailer parking for FedEx that would not expand the existing FedEx Ground Facility's operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could use area parks or recreational facilities. Thus, impacts related to the physical deterioration of recreation facilities would not occur from the proposed project.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As described in the previous response, the proposed project includes improvement of the site for trailer parking for FedEx that would not include recreation facilities or require additional employees that could result in the need for recreation facilities. Therefore, the proposed project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts related to recreation would not occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact.
Construction. Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from, the project site. No export of earthworks would occur. However, these activities would only occur for a period of 3 months. In addition, construction related trips would generally travel from the site to Imperial Highway to the I-5 along. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described in the response below. Overall, the short-term vehicle trips from construction of the project would generate less than significant traffic related impacts.

Operation. As detailed in the project description, the project site provided parking for 65 trailers and would be improved to provide parking for 158 trailers, which would be an increase of 93 trailers. However, for most of the year, only a small number of trailers would be moved each day. The FedEx Ground facility would use yard goats and shuttle tractors to drop off and pick up empty trailers from the project site.

As shown in Table T-1, on the day with the largest number of trailer movements, the project is forecast to generate 96 daily truck trips including 4 trips during the AM peak hour and 4 trips during the PM peak hour. When a passenger car equivalent factor is applied to the truck trips, the project would generate 216 daily PCE trips including 10 PCE trips during the AM peak hour and 10 PCE trips during the PM peak hour.

All the trips would be on Greenstone Avenue between the project site and the existing FedEx Ground facility. The peak hour PCE trip generation of 10 trips would be a nominal increase in traffic on Greenstone Avenue, and impacts would be less than significant.

Table T-1: Project Trip Generation

Total Vehicles										
		Daily			AM Peak			PM Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Trailer Shuttle Trips (2 per hour)		48	48	96	2	2	4	2	2	4
Passenger Car Equivalent (PCE)										
		Daily			AM Peak			PM Peak		
	PCE Factor	In	Out	Total	In	Out	Total	In	Out	Total
Yard Goats/Tractors	1.5	36	36	72	2	2	4	2	2	4
Yard Goat/Tractor with Trailer	3.0	72	72	144	3	3	6	3	3	6
Total Project Trip Generation		**108**	**108**	**216**	**5**	**5**	**10**	**5**	**5**	**10**

Source: Appendix B

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(a) states "For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project." Subsequent guidance in OPR's Technical Advisory indicates that heavy duty truck trips could be included in an analysis of VMT "for modeling convenience and ease of calculation", however evaluation of truck trips is not required. Additionally, OPR's technical advisory recommends that the threshold for evaluating VMT be the employee work VMT on a per capita basis. Because the project would not have any employees, and would not generate any passenger car vehicle trips, it would be exempt from preparation of a VMT analysis based on CEQA Guidelines Section 15064.3(a) and the OPR Technical Advisory. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project would improve the site for trailer parking uses. The project does not include any incompatible uses, such as farm equipment. The project would also not increase any hazards related to a design feature. Access to the proposed development would be provided by a 36-foot wide driveway that provides direct access to and from Greenstone Avenue and has been designed to meet the City's design standards, including the preservation of sight lines for both onsite and offsite driveways. In addition, the proposed on-site drive isle would circle the parking

area to provide complete vehicular access to the site. Egress and ingress from the site would not be limited in any way. The project does not include any visual obstructions that would obstruct sight distance or that would prohibit full access in, and out of, the project site. As such, project access and circulation would be adequate, and project impacts related to hazardous design features would be less than significant.

d) Result in inadequate emergency access?

No Impact. The project would not result in inadequate emergency access. Direct access to the project site is, and would continue to be, provided from Greenstone Avenue, which is adjacent to the project site. The project would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Greenstone Avenue would remain open and provide adequate emergency access to the project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

Operation
Operation of the project would also not result in inadequate emergency access. The 36-foot wide project driveway and the 28- to 70-foot-wide drive aisles circling the parking area would be required through the City's permitting procedures to meet the City's design standards that ensures adequate turning space for fire trucks and the trailers. The City's permitting procedures ensure that adequate emergency access is provided pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Transportation Memo, prepared by EPD Solutions, 2020 (Appendix B)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒

Assembly Bill 52

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. Pursuant to the requirements of AB 52, on April 22, 2020 the City sent informational letters about the project and requests for consultation to the City's list of tribes requesting consultation, which included: Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, and the Soboba Band of Luiseño Indians.

On May 15, 2020, Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation responded and requested consultation regarding the project. No other responses were received from other tribes. In response to the request, additional information was provided to Kizh Nation, and the tribe determined no further consultation was needed. no known tribal cultural resources are located within or adjacent to the project site were identified by the tribe.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. As described previously in Section *5, Cultural Resources*, the project site is undeveloped does not contain any known historical resources. The Kobra Dump, which extended through the project site, was in operation from 1961 through 1972 (SWIS 2020). After it closed the site was covered with two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Grades on the site have been maintained through the use of aggregate and rock fill as needed. Due to the extent and depth of previous fill activity on-site, and the previous industrial and trailer parking on-site, it is known that no listed or eligible for listing historical resources as defined in Public Resources Code section 5020.1(k) do not exist on-site and would not be impacted by the project. Thus, no impacts would occur.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As described previously in Section *5, Cultural Resources*, the project site was a portion of a previous landfill, which extended approximately 45 feet in depth, and is topped by two to five feet of soils and an additional two to ten feet of compacted aggregate and rock. Due to the previous uses of the project site and the depth of fill on-site, it is unlikely that existing tribal cultural resources exist on the project site.

In addition, the project does not involve excavation. As detailed in the project description, the site would undergo finished grading, paving, landscaping at the driveway of the site, and finishing, such as striping the parking area. Because the project does not include excavation, and due to the existence of fill deposits on-site, no impacts related to tribal cultural resources would occur.

Furthermore, as described previously, California Health and Safety Code Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of existing regulations, impacts to tribal cultural resources would not occur.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. California Health and Safety Code Section 7050.5, detailed previously in Section *5, Cultural Resources.*

Mitigation Measures

None.

Sources

CalRecycle SWIS Facility Detail Kobra Dump (19-AI-5000) (SWIS 2020). Accessed: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AI-5000/Document.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. No employees would be stationed at the site, and the trailer parking facility would not need restroom facilities. There would be no demand for wastewater service, and wastewater infrastructure would not be developed. Therefore, no impacts related to requiring the construction of new or expansion of existing wastewater facilities would occur from implementation of the proposed project.

In addition, the only need for water from the project would be for irrigation of the proposed landscaping that would consist of drought tolerant trees and shrubs. The irrigation system would conform to City's water conservation regulations, which are included in the City's Municipal Code as Section 54.01. The irrigation for the landscaping would connect to the water system at the site that connects to the water main within Greenstone Avenue. Therefore, less than significant impacts related to water facilities would occur from implementation of the proposed project.

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b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The City of Santa Fe Springs UWMP describes that the City utilizes approximately 50 percent groundwater from the Central Basin Municipal Water District and 50 percent imported water from the Metropolitan Water District of Southern California. The UWMP projects that the water supply mix will remain similar through 2040, with an increase in recycled water and groundwater to cover the incremental increased demand for water related to anticipated growth within the City. The City's water demand in 2015 was 6,369 acre-feet and is projected to increase to 7,351 AFY by 2040 (UWMP 2017).

During operations, the parking and storage facility would be unmanned. There would be no restrooms needed and a limited volume of water would be required for irrigation of the proposed landscaping that would consist of drought tolerant trees and shrubs. The irrigation system would conform to City's water conservation regulations, which are included in the City's Municipal Code as Section 54.01. Therefore, impacts related to water resources would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. As described previously, no employees would be permanently stationed at the site, and the parking lot trailer storage facility would not include restroom facilities. There would be no demand for wastewater service, and wastewater infrastructure would not be developed. Therefore, the proposed project would not result in a determination by a wastewater treatment provider that it does not have adequate capacity to serve the project in addition to existing commitments, and impacts would not occur.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. In 2018, most of the solid waste from the City, which was disposed of in landfills, went to either the El Sobrante Landfill or Sunshine Canyon Landfill (CalRecycle 2018A). The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In February 2020, the landfill had a maximum tonnage of 12,040; thus, having an average daily additional capacity of 4,014 tons per day (CalRecycle 2020). The Sunshine Canyon Landfill is permitted to accept 12,100 tons per day of solid waste and is permitted to operate through 2037, and the CalRecycle monthly reports indicate that it is operating within the permitted capacity limits.

The proposed project would generate a limited amount of solid waste from demolition and construction activities. These two landfills have the capacity to accommodate the solid waste needs related to construction of the proposed project. Additionally, operation of the trailer parking facility would not generate substantial amounts of solid waste. Therefore, impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid wastes produced during

operation of the project would be disposed of in accordance with all applicable statutes and regulations. Accordingly, anticipated impacts from the proposed project related to landfill capacity and compliance with applicable regulations would not occur.

Existing Plans, Programs, or Policies

PPP UT-1: Solid Waste. As required by Municipal Code Section 50.64, prior to the completion of any covered project, the applicant shall submit to the WMP Compliance Official documentation that the diversion requirement has been met. The diversion requirement shall be that the applicant has diverted at least 75 percent of the total construction debris generated by the project via reuse or recycling.

Mitigation Measures

None.

Sources

CalRecycle Jurisdiction Disposal by Facility Accessed (CalRecycle 2018A):
https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

CalRecycle SWIS Database (CalRecycle 2018). Accessed:
http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList

City of Santa Fe Springs Municipal Code. Accessed:
http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is not located within an identified wildland fire hazard area, as identified by CalFire Fire Hazard Severity Zone Maps. The project is located within a completely developed area. In addition, the project would be unmanned, with only FedEx employees picking up and dropping off trailers as needed. Thus, the project would not result in impacts related to wildfires.

In addition, direct access to the project site is would be provided from Greenstone Avenue by an approximately 36-foot-wide driveway. Also, the project would provide drive isles that range between 38 and 70 feet wide and would conform to the Santa Fe Springs Fire Department standards. The Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Section 93.01. As such, the project would not impair an adopted emergency response plan or emergency evacuation plan in a wildfire hazard area, and impacts would not occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As described in the previous response, the project site is not within an identified fire hazard zone. Adjacent areas to the project site are urbanized and do not contain hillsides or other factors that could exacerbate wildfire risks and result in exposure of persons to pollutant concentrations from a wildfire. Thus, impacts would not occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As described in the previous responses, the project site is not within a fire hazard zone, and the project does not include infrastructure that could exacerbate fire risks. The project is located within an urban setting and would be permitted pursuant to the requirements of the Fire Code included per Municipal Code Section 93.01.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As described in the previous responses, the project site is not within a fire hazard zone. In addition, the project site is located in a flat area that does not contain or is adjacent to large slopes, and the project would not generate large slopes. Thus, the project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Fire Hazard Severity Zone Map. Accessed: http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps

City of Santa Fe Springs Municipal Code. Accessed at: http://www.amlegal.com/codes/client/santa-fe-springs_ca/

21. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant. As described in Section 4, *Biological Resources*, the project site is undeveloped, and the ground consists of between 2 and 10 feet of aggregate/rock capping a past portion of a landfill that is between 25 and 35 feet in depth. no special status vegetation types or wildlife species are located on or adjacent to the project site. No potentially suitable habitat for special status plant or wildlife species is on or adjacent to the site. Additionally, the project site does not include riparian, wetland, grassland, woodland, or other natural areas. Therefore, the project would not result in impacts to biological resources.

Also, as described Section 5, *Cultural Resources*, and Section 17, *Tribal Cultural Resources*, the project site does not contain any historic resources, archaeological resources, known tribal cultural resources, or paleontological resources as the site is underlain by a landfill that is capped by aggregate and rock. As a result, no archaeological, tribal cultural, or paleontological resources are anticipated to be identified on-site and impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. Cumulative impacts are defined as 2 or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The project site is has been previously used for urban industrial uses and is surrounded by trailer parking and industrial uses within an urban area. The project would improve the site for trailer parking uses that are similar to previous uses on the site and adjacent to the site. The proposed development is consistent with the General Plan Land Use designation, zoning designation, and would function as part of the existing FedEx Ground facility that is 1,100 feet north of the site.

As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level. In addition, the cumulative effect of the project is limited, due to the small scale and redevelopment nature of the project on land that has been previously used for similar needs. The project would rely on and can be accommodated by the existing road system, public services, and utilities. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant. The project consists of improvement of a previously developed site for uses that are similar to surrounding and previous site uses. The project would not consist of any use or any activities that would result in a substantial negative effect on any persons in the vicinity. All resource topics associated with the project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts or less than significant impacts, as previously detailed. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. California Health and Safety Code Section 7050.5, detailed previously in Section *5, Cultural Resources.*

Mitigation Measures

None.

6 DOCUMENT PREPARERS AND CONTRIBUTORS

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APPENDIX A

CalEEMod Emission Summary

TO: Rafik Albert, EPDS
FROM: Vince Mirabella
DATE: April 24, 2020

SUBJECT: Summary of CalEEMod Model Runs and Output for the Greenstone Trailer Parking Project

SECTION 1: PROJECT INFORMATION

1.1 - Project Name

20-016 Greenstone Trailer Parking Project

1.2 - Project Location

The 5.55-acre project site consists of one parcel (APN 8026-020-080) that is located at 12017 Greenstone Avenue, which is within the central portion of the City of Santa Fe Springs.

1.3 - Project Description

The project site was part of a previous landfill that was used in the 1960s. The landfill depth under the site extends approximately 25 to 35 feet deep; and is topped by aggregate and rock. After termination of landfill activities, the site was used by a rubble crushing/base rock facility until 2018 and for truck and trailer storage until early 2020.

A 2-acre portion of the site was leased to FedEx from 2013 to 2020 for parking of up to 65 trailers. When the rubble crushing/base rock facility on the site closed in 2018, FedEx expanded to use the rest of the site until January 2020, when parking on the site was transferred to a different parking area.

An existing FedEx Ground facility is located at 11688 Greenstone Avenue (1,100 feet north of the project site on the opposite site of Greenstone Avenue), and is in full operation, 24 hours a day. The FedEx Ground facility has been supported by six nearby satellite trailer parking areas. The project includes the following improvements to the project site:

- The project site would be improved to provide a 202,000 square foot trailer parking area that would be designed to accommodate 158 trailer parking spaces.
- The parking and circulation area will be paved with impermeable pavement.
- New landscaping, including trees and shrubs, would be installed at the project driveway along Greenstone Avenue.
- Security-related improvements would include new on-site lighting, security cameras, and an automated entrance/exit gate that would operate 24 hours a day.

The facility would be used as a trailer parking area and would be unmanned. The trailers would be shuttled along Greenstone Avenue between the main FedEx Ground facility and the project site. There would be

an automatic gate that would be operated by yard goats[1] or tractors located at the existing FedEx Ground facility. These vehicles would periodically drop off and pick up trailers from the site trailer parking yard. No other activities would occur at the site. No employee vehicles would park at the site. Since there would be no staff present, no office or restroom facilities are needed.

The facility could operate up to 24 hours a day, 7 days a week during the peak season (October-December). For most of the year, only a small number of trailers would be moved each day. The yard would most likely be at half capacity from January to August. FedEx typically ramps up trailer inventory between September and October, increasing the trailer allocation to near full capacity. This does not indicate additional in-and-out traffic; rather, they would be bringing trailers into the yard but not taking anything out as they stockpile for the holiday season. During the months of November and December, they start emptying the yard, as goods are removed as needed based on demand. In summary, the overall flow of trailers at the facility would be inbound from January through October, when it is close to capacity, and then outbound in November and December. Shuttles may not occur uniformly throughout the day. It is more likely that there wouldn't be any shuttles for several hours, but then for the next several hours there could be more than two shuttles per hour.

1.4 - Purpose of the Report

This report has been prepared to summarize the results of estimates of project construction and operational criteria pollutant and greenhouse gas (GHG) emissions and energy usage using the CalEEMod land use emission model for use in preparing CEQA regulatory documentation. The project emissions were estimated for both the previous trailer storage site usage and for the proposed project and the net change in emissions were compared to the recommended air quality significance thresholds adopted by the South Coast Air Quality Management District (SCAQMD).

1.5 - Conclusions

1.6 Conclusions

- The construction and operation of the project would not exceed any project-level criteria pollutant regional or localized emission significance threshold adopted by the SCAQMD.

- The construction and operation of the project would not exceed the greenhouse gas significance threshold adopted for this project

- The construction and operation of the project would not result in a cumulatively significant impact on the region's air quality

- The construction and operation of the project would not result in the wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, associated with project design, project location, the use of electricity and/or natural gas, and/or the use of fuel by vehicles anticipated to travel to and from the project.

[1] A yard goat is a semi-tractor truck that is used to tow trailers around a warehouse or intermodal facility

SECTION 2: CALEEMOD EMISSION ESTIMATES – CRITERIA POLLUTANTS

This section quantifies the project construction and net operational criteria pollutant emissions[2] for the previous trailer storage usage and the project usage and compares the construction and net operational emissions to significance thresholds adopted by the SCAQMD.

2.1 - Significance Thresholds-Criteria Pollutants

The SCAQMD has adopted a number of criteria pollutant significance thresholds that apply to the construction and operation of projects located within the jurisdiction of the SCAQMD.

2.1.1 Regional Emission Significance Thresholds

The incremental regional air quality impacts of an individual project are generally very small and difficult to measure. However, the SCAQMD's regional significance thresholds define levels of maximum daily emissions whose exceedance by a project's construction or operation may add to the overall emission burden within the SCAQMD and impact the attainment and maintenance of ambient air quality standards.

The regional thresholds apply to criteria pollutant emissions of carbon monoxide (CO), oxides of nitrogen (NO_x), oxides of sulfur (SO_x), particulate matter (PM_{10} and $PM_{2.5}$), and reactive organic gases (ROG). The quantification of regional emissions includes those project emissions generated from both onsite emission sources (i.e., offroad construction equipment, fugitive dust) and offsite emission sources (vehicle travel away from the project). The SCAQMD's regional significance thresholds are shown in Table 1.

Table 1: SCAQMD Regional Emission Significance Thresholds

Air Pollutant	Maximum Daily Emissions (pounds/day)	
	Construction	Operation
Carbon Monoxide	550	550
Oxides of Nitrogen	100	55
Sulfur Oxides	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Reactive Organic Gases	75	55
Source: SCAQMD[3]		

[2] Criteria pollutants are the only air pollutants with national air quality standards that define allowable concentrations of these substances in ambient air. Criteria pollutants include carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO_x), and particulate matter (PM_{10} and $PM_{2.5}$). Note that ozone is another criteria pollutant; however in terms of defining significance thresholds, ozone is represented as a thresholds by its precursor components, oxides of nitrogen (NO_x) and reactive organic gases.

[3] SCAQMD April 2019. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

2.1.2 Localized Significance Thresholds

Project-related construction or operational air emissions may have the potential to exceed the State and national air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAQMD. As a result, the SCAQMD has also adopted localized significance thresholds (LSTs) that represent the maximum rates of daily construction or operational emissions from a project site that would not result in air pollutant levels that would exceed a national or State ambient air quality standards (SCAQMD 2003[4],2008[5]). There are three principal differences between the regional thresholds and the LSTs. First, the regional thresholds include all sources of project construction and operational emissions generated from both onsite and offsite emission sources whereas the LSTs only consider the emissions generated from onsite emission sources. Second, the LSTs only apply to CO, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) while the regional thresholds include both ROG and SO_x. Third, the regional thresholds apply to emission sources located anywhere within the SCAQMD whereas the LSTs are location dependent and also depend on the size of the project, and emission location relative to the nearest sensitive receptor[6].

For purposes of the localized assessment, the SCAQMD provides screening look-up tables for projects that disturb less than or equal to 5 acres in size in a day. The look-up tables were developed by the SCAQMD to readily determine if the daily emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$ from a project could result in a significant impact to the local air quality. The appropriate LSTs can be determined based on the project's source receptor area (SRA)[7], size, and distance to nearest sensitive receptor. The SCAQMD has divided the SCAQMD into 37 SRAs each with a set of LSTs that depend on the air pollutant, project size, and distance to the nearest sensitive receptor. The project site is located within SRA 5, Southeast Los Angeles County.

LSTs for Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (SCAQMD 2011)[8]. The California Emissions Estimator Model (CalEEMod) model calculates construction emissions based on the number and types of construction equipment, equipment hours, rates of emission, and the maximum daily disturbance activity possible for each piece of equipment for several land use projects and their development intensity. The maximum disturbed area during construction serves as a factor in determining the project size value of the LSTs for construction. Table 2 shows the maximum daily disturbed acreage during grading based on the types and numbers of construction equipment used during grading identified by the CalEEMod model. As shown in Table 2, the maximum daily area disturbed during construction is 2.5 acres that occurs during the fine grading activity. Therefore, the maximum daily disturbed area during construction was set as 2.5 acres for the localized assessment of construction impacts.

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[4] SCAQMD 2003. Final Localized Significance Threshold Methodology. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2

[5] SCAQMD 2008: Final Localized Significance Threshold Methodology. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf

[6] A sensitive receptor is defined as an individual who is most health wise susceptible to exposures to air pollutants including children the elderly, and adults with chronic health issues. Such receptors include residences, schools, elderly care centers, and hospitals.

[7] A source-receptor area (SRA) is a geographic area within the SCAQMD that can act as both a source of emissions and a receptor of emission impacts

[8] SCAQMD 2011: Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf

Table 2: Equipment Specific Site Preparation and Grading Disturbed Area Rates

Activity	Equipment Type	Equipment Quantity	Acres Graded per 8-hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Excavators	1	0	8	0
	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Crawler Tractor	3	0.5	8	1.5
				Total	.....2.5 acres

Source: The construction inventory developed for the Grading activity is presented

Table 6 below as derived from the CalEEMod model.

The specification of LSTs is also dependent on the distance to the nearest sensitive receptor. The location of the nearest sensitive receptor is dependent not only on the distance to the project but also the duration for which a receptor may be exposed to air pollution. The SCAQMD considers a sensitive receptor to be a location such as a residence, hospital, convalescent facility where it is possible than an individual could remain for 24 hours or longer. Commercial and industrial facilities are not included in the definition of a sensitive receptor because employees do not typically remain onsite for a full 24 hours, but are present for shorter periods, such as eight hours.

The project location is surrounded by numerous industrial land uses. The closest sensitive receptor where such a receptor could reside for 24 hours or longer is located at existing residences approximately 0.18 miles (290 meters) to the east of the project across Shoemaker Avenue. Therefore, the distance for sensitive receptors in the LST assessment was set at 290 meters for estimating PM_{10} and $PM_{2.5}$ impacts which are defined as averages over a 24-hour time period. The closest worker receptor where such a receptors could be exposed for 8 hours is located in the industrial areas adjacent to the project site. The receptor distance for a worker receptor was set at 25 meters, the shortest distance contained in the SCAQMD's LST emission look-up tables for estimating NO_2 and CO impacts. Table 3 provides the applicable construction LSTs for this project.

Table 3: Construction Localized Significance Thresholds

NOx (lbs/day)	CO (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
124	964	110	44

LSTs for SRA 5, project area of 2.5 acres and a receptor distance of 25 meters for NO_2 and CO and a distance of 289 meters for PM_{10} and $PM_{2.5}$. The LSTs were interpolated from the 2 and 5 acre LSTs provided in the LST lookup tables.

LST for Operation

As noted earlier, the SCAQMD has defined LSTs for project areas up to 5 acres in size. The project is 5.5 acres. To provide a conservative estimate of the operational LSTs for this project, the LSTs were based on a 5 acre project since if LSTs were available for a 5.5 acre project, such LSTs would be larger than the LSTs for a 5 acre project since the LSTs increase with project size. Therefore, the use of the LSTs for a 5-acre project provides a conservative estimate of the project's operational LSTs. Table 4 provides the operational LSTs for this project.

Table 4: Operational Localized Significance Thresholds

NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
172	1,480	31	13
LSTs for SRA 5, project area of 5 acres and a receptor distance of 25 meters for NO_2 and CO and a distance of 289 meters for PM_{10} and $PM_{2.5}$.			

2.1.3 Cumulative Significance Thresholds

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (SCAQMD 2003)[9]. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Therefore, the project-specific and cumulative significance thresholds are the same. As a result, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

The South Coast Air Basin where the project is located is currently designated by the US Environmental Protection Agency as nonattainment for ozone, PM_{10}, and $PM_{2.5}$. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

The determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD regional significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions.

[9] South Coast Air Quality Management District (SCAQMD) 2003. White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution

2.2 - Criteria Pollutant Emission and Impact Estimates

2.1.1 Previous Usage Emissions

The project site was most recently used as a 2-acre trailer storage facility for the main FedEx Ground facility from 2018 to early 2020 in a manner similar to the site usage for the project. The previous usage provided 65 spaces for trailer storage. The previous site usage is estimated to have generated 40 shuttle truck trips per day based on the number of trailer parking spaces and shuttle schedule. The trip distance from the main FedEx Ground facility to the previous site use was 1,100 feet. No buildings or structures were part of the previous site usage. The previous use storage area was comprised of a compacted aggregate and rock surface as part of the cap on a previous landfill.

2.1.2 Project Emissions

Construction

Construction activities for the project would occur over 3 months commencing in August 2020 and would consist of the following:

- **Finished Grading**. During this activity, the entire site would undergo finished grading. This phase would take approximately one month to complete. No excavations or soil import/export are required.
- **Paving and Installation of Improvements**. During this activity, the pavement and new driveway would be installed to accommodate 158 trailer parking spaces. This phase would take approximately one month to complete; total area to be paved 202,000 square feet.
- **Landscaping and Finishing**. This concluding activity would involve the finishing of the new parking area with striping and the installation of the landscaping. This phase would take approximately one month to complete.
- Fugitive dust mitigation applied as per SCAQMD Rule 403 – Fugitive Dust
- Construction equipment inventory derived from the CalEEMod model default equipment

Construction Emissions

The project's conceptual construction schedule and equipment inventory are provided in Table 5 and

Table 6, respectively based on a general schedule and equipment inventory provided by the applicant. The project's construction vehicle trips are shown in Table 7.

Table 5: Construction Schedule

Activity	Start Date	End Date	Total Days
Grading	08/03/2020	08/28/2020	20
Paving	08/29/2020	09/25/2020	20

Architectural Coating	09/26/2020	10/23/2020	20
Source: see CalEEMod output			

Table 6: Construction Equipment Inventory

Activity	Equipment	Project Number	Project Hours per day	Default Horse-power	Default Load Factor
Grading	Excavators	1	8	158	0.38
	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	247	0.40
	Crawler Tractor	3	8	212	0.43
Paving	Pavers	2	8	130	0.42
	Paving Equipment	2	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coating	Air Compressor	1	6	78	0.48
Source: see CalEEMod output					

Table 7: Construction Vehicle Trips

Activity	Construction Trips per Day		Total Trips
	Worker	Vendor	Haul
Grading	15	0	0
Paving	15	0	244[(1)]
Architectural Coating	20	0	0
Note: [(1)] The paving haul trips include those truck trips required to deliver asphalt to the project site for paving Source: see CalEEMod output			

The project's estimated maximum daily regional construction emissions are shown in Table 8. As noted from Table 8, the construction of the project would not exceed the SCAQMD's regional emission significance thresholds. Table 9 presents the results of the project's localized construction impact assessment. As noted from Table 9, the construction of the project would not exceed the SCAQMD's construction localized emission significance thresholds.

Table 8: Estimated Maximum Daily Regional Construction Emissions

Construction Activity	Maximum Daily Regional Construction Emissions[1] (pounds/day)					
	ROG	NO_X	C0	SO_x	PM_{10}	$PM_{2.5}$
2020						
Grading	3.6	42.4	17.4	0.0	4.8	3.1
Paving	2.2	17.7	16.1	0.0	1.2	0.8
Architectural Coating	3.7	1.8	2.7	0.0	0.3	0.2
Maximum Daily Emissions	3.7	42.4	17.4	0.0	4.8	3.1
SCAQMD Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
(ROG = reactive organic gases NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide SO_x = sulfur oxides
Source: see CalEEMod model output

Table 9: Estimated Maximum Daily Localized Construction Emissions

Construction Activity	Maximum Daily Localized Construction Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2020				
Grading	42.4	16.7	4.6	3.1
Paving	14.1	14.7	0.8	0.7
Architectural Coating	1.7	1.8	0.1	0.1
Maximum Daily Emissions	42.4	16.7	4.6	3.1
SCAQMD LST	**124**	**964**	**110**	**44**
Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**

Notes:
NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Source: see CalEEMod model output

Project Operational Emissions

Long-term operational emissions would be generated resulting from the day-to-day operations. Operational emissions for land use development projects are typically distinguished as mobile, area, and energy-source emissions. Mobile-source emissions are those associated with automobiles that would travel to and from the project site. Area-source emissions are those associated with landscape maintenance activities and periodic architectural coatings. Energy-source emissions are those associated with natural gas and electricity consumption.

Mobile sources constitute the largest source of operational emissions. Based on information provided by the applicant, it is estimated that the project would generate the use of 2 shuttle trucks per hour or 96 shuttle truck trips per day. These trips would be comprised of large heavy-heavy duty tractors or yard goats that would shuttle trailers between the main FedEx Ground parking lot and the project parking lot. The distance from the main FedEx parking lot to the project parking lot is 1,100 feet. This trailer shuttling is assumed to take place 24-hours per day, 7-days per week.

The estimation of the project's regional operational emissions (includes all on-site and off-site sources of emissions) assume all operational vehicles were heavy-heavy duty trucks. For the localized assessment, an average onsite vehicle trip travel distance for both the previous land use and the project was assumed to be 0.15 miles based on the layout of the site plan (since only onsite emissions are counted in the localized assessment).

Table 10 summarizes the project's net regional operational emissions along with a comparison to the SCAQMD's regional significance thresholds. As noted in Table 10, the project's net operational emissions do not exceed the applicable significance thresholds. Table 11 provides the results of the localized net operational emissions along with a comparison to the SCAQMD localized significance thresholds. As noted from Table 11, the project's net operational emissions are substantially less than the SCAQMD localized thresholds.

Based on the information contained in Table 10 and Table 11, the operation of the project would not exceed the SCAQMD's regional or localized operational significance thresholds.

Table 10: Estimated Maximum Daily Regional Operational Emissions

Operational Activity	Maximum Daily Regional Operational Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0
Mobile	0.2	9.0	1.5	0.0	0.0
Total Project Operational Emissions	0.2	9.0	1.5	0.0	0.0

Previous Operational Emissions	0.1	3.9	0.7	0.0	0.0
Net Operational Emissions	0.1	5.1	0.8	0.0	0.0
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

Notes:
NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter ROG = reactive organic gases
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Maximum of daily Summer or winter season emissions presented

Source: see CalEEMod model output

Table 11: Estimated Maximum Daily Localized Operational Emissions

Operational Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0
Mobile	9.0	1.5	0.0	0.0
Total Project Operational Emissions	9.0	1.5	0.0	0.0
Previous Operational Emissions	3.9	0.7	0.0	0.0
Net Operational Emissions	5.1	0.8	0.0	0.0
SCAQMD Significance Threshold	172	1,480	31	13
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Maximum of daily Summer or winter season emissions presented

Source: see CalEEMod model output

2.1.3 Cumulative Impacts

Construction

As shown above in Table 8, the project's maximum daily regional construction emissions would not exceed SCAQMD's regional thresholds of significance. Therefore, the project's construction emissions would not result in a cumulatively considerable incremental contribution to the existing cumulative air quality impacts. Furthermore, all construction activities would comply with applicable SCAQMD rules and regulations, including Rule 403 to minimize fugitive PM dust emissions. Therefore, the cumulative impact from construction of the project would be less than significant.

Operations

As shown above in Table 10, the project's maximum daily net operational emissions would not exceed SCAQMD's regional thresholds of significance. Therefore, the project's net operational emissions would not result in a cumulatively considerable incremental contribution to the existing cumulative air quality impacts. Therefore, the cumulative impact from long-term operation of the project would be less than significant.

2.3 - Conclusions

The project's construction and operational emissions would not exceed the SCAQMD's established project level or cumulative regional or localized pollutant significant thresholds during either construction or operation.

SECTION 3: CALEEMOD EMISSION ESTIMATES - GREENHOUSE GAS EMISSIONS

This section analyzes the potential impacts on climate change from the project's emissions of various greenhouses (GHG).

3.1 - Significance Threshold

The Los Angeles County has adopted a Community Climate Action Plan (CCAP)[10] to mitigate and avoid GHG emissions associated with community activities in unincorporated Los Angeles County. The 2020 CCAP addresses emissions from building energy, land use and transportation, water consumption, and waste generation. The measures and actions outlined in the 2020 CCAP will tie together the County's existing climate change initiatives and provide a blueprint for a more sustainable future. Ultimately, the 2020 CCAP and associated GHG reduction measures are incorporated into the Air Quality Element of the Los Angeles County General Plan 2035. The 2020 CCAP identifies emissions related to community activities, establishes a greenhouse gas (GHG) reduction target consistent with AB 32 and provides a roadmap for successfully implementing GHG reduction measures selected by the County.

The 2020 CCAP does not specify numeric significance thresholds for GHGs. To provide guidance to lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD proposed a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency. This concept is equivalent to the existing consistency determination requirements in CEQA Guidelines Sections 15064(h)(3), 15125(d), or 15152(a). The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 (SCAQMD 2010[11]) uses a tiered approach to evaluate potential GHG impacts from various uses. This assessment will apply the Tier 3 approach that provides as follows:

- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

  - Option 1: All land use types: 3,000 MT CO_2e per year

  - Option 2: Based on land use type: residential: 3,500 MT CO_2e per year; commercial: 1,400 MT CO_2e per year; or mixed use: 3,000 MT CO_2e per year

The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO2 concentrations at 450 ppm, thus stabilizing global climate. For purposes of examining potential GHG

[10] County of Los Angeles 2015. Unincorporated Kos Angeles County 2020 Community Climate Action Plan. Website: http://planning.lacounty.gov/assets/upl/project/ccap_final-august2015.pdf

[11] SCAQMD 2010. Minutes of the GHG CEQA Significance Threshold Stakeholder Working Group #15. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf)

impacts from this project, the conservative Tier 3 screening level for mixed land use type projects at 3,000 $MTCO_2e$ was selected as the significance threshold for this project.

3.2 - Estimation of GHG Emissions

3.2.1 Previous Emissions

Table 12 summarizes the GHG emissions from the previous site operations based on the emission estimates from the CalEEMod model.

Table 12: GHG Emissions from Previous Operations

Activity	Annual GHG Emissions ($MTCO_2e$)
Area	0
Energy	7
Mobile	75
Waste	0
Water	0
Total	82
Source: see CalEEMod output	

3.2.2 Project Emissions

Construction

The project's construction GHG emissions are summarized in Table 13.Table 13

Table 13: Project Construction GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
2020	76
Total Emissions Amortized Over 30 years	3
Source: see CalEEMod output	

Operations

The project's net operational GHG emissions are summarized in Table 14 along with the construction GHG emissions and the total project GHG emissions.

Table 14: Net Project GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Area	0
Energy	17
Mobile	178
Waste	0
Water	0
Total	195
Project Construction Emissions	3
Project Construction and Operation	198
Previous Emissions	82
Net Emissions	**116**
Significance Threshold	**3,000**
Project Exceeds Threshold?	**No**
Source: see CalEEMod output	

3.2.3 Conclusion

As noted from the results shown in Table 14 above, the project's net construction and operational emissions are well below the SCAQMD significance threshold of 3,000 $MTCO_2e$ per year for a residential project adopted for this project.

SECTION 4: PROJECT FUEL AND ENERGY CONSUMPTION

4.1 - Assumptions

- Construction equipment fuel consumption derived from ARB Offroad2017 emission model
- Fuel Consumption from vehicle travel derived from ARB EMFAC2017 emission model
- Electrical and natural gas usage derived from the CalEEMod model

4.1.1 Significance Thresholds

Neither Appendix F of the State CEQA Guidelines nor PRC Section 21100(b)(3)) provides a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a proposed project. Rather, the emphasis is on reducing "the wasteful, inefficient, and unnecessary consumption of energy." Based on this focus of the guidelines, for purposes of this report, the proposed project would have a significant impact related to energy consumption if it would:

- Involve the wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, associated with project design, project location, the use of electricity and/or natural gas, and/or the use of fuel by vehicles anticipated to travel to and from the project.

4.1.2 Estimates of Energy Usage

Construction Energy Requirements

Electricity and Natural Gas Usage

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison Company. The electricity used for such activities would be temporary and would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum Fuel Usage

Off-road heavy-duty construction equipment associated with construction activities would rely on diesel fuel as would vendor and haul trucks involved in delivering building materials and removing the demolition debris from the project site. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles. The fuel usage for the off-road construction equipment is provided in Table 15. These estimates are based on the total fuel consumption and

horsepower-hour data contained within the ARB OFFROAD2017 emission model for specific types of diesel construction equipment to be employed in the project construction.

Table 16 summarizes the project's construction vehicle fuel usage. The fuel usage is based on the vehicle type (worker vehicle, vendor vehicle, and haul truck), vehicle miles traveled, and fuel usage factors contained in the ARB EMFAC2017 mobile source emission model. The total fuel construction during construction in summarized in Table 17.

Operational Energy Requirements

The project's net operational energy requirements are summarized in Table 18.

4.1.3 Conclusion

Construction of the project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized, as the use of diesel fuel and heavy-duty equipment would not be a typical condition of the project. In addition, there are no unusual project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region.

Operation of the project would involve the development of a 158-space tractor trailer storage facility. According to CEQA Guidelines Appendix F, the goal of conserving energy implies the wise and efficient use of energy, including decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The project would comply with all of the energy efficiency requirements under Title 24 and all applicable county business and energy codes ordinances. As a result, the operation of the project would not result in inefficient, wasteful, or unnecessary energy use compared with other similar residential projects in the region.

Table 15: Construction Equipment Fuel Usage

Activity	Equipment	Project Number	Project Hours per day	Default Horse-power	Default Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Grading	Excavators	1	8	158	0.38	20	9,606	0.019763	190
	Graders	1	8	187	0.41	20	12,267	0.021143	259
	Rubber Tired Dozers	1	8	247	0.4	20	15,808	0.020461	323
	Crawler Tractor	3	8	212	0.43	20	43,757	0.022173	970
Paving	Pavers	2	8	130	0.42	20	17,472	0.021525	376
	Paving Equipment	2	8	132	0.36	20	15,206	0.018334	279
	Rollers	2	8	80	0.38	20	9,728	0.019412	189
Architectural Coating	Air Compressor	1	6	78	0.48	20	4,493	0.023965	108
Fuel Consumption rates derived from the ARB OFFROAD2017 - Orion Web Database								Total	2,694

Table 16: Estimated Project Vehicle Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	777	0
Vendor Trucks	0	0
Worker Vehicles	0	559
Construction Vehicles Total	777	559
Source: see Construction Fuel Usage Spreadsheet		

Table 17: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	777	559
Off-road Construction Equipment	2,694	0
Construction Total	3,471	559
Source: see Construction Fuel Usage Spreadsheet		

Table 18: Project Annual Net Operational Energy Requirements

Operational Source (value per year)		
	Annual VMT	Gallons of Diesel Fuel
Transportation – Project Transportation – Previous Transportation - Net	7,262 3,058 4,204	1,016 428 588
	Kilowatt-Hours	
Electricity – Project Electricity – Previous Electricity - Net	70,700 30,492 40,208	
	Thousands British Thermal Units	
Natural Gas – Project Natural Gas – Previous Natural Gas - Net	0 0 0	
Source: see Fuel Usage Spreadsheet and CalEEMod output		

CalEEMod Model Spreadsheet Output

Page

CalEEMod Model Output: Project – Summer

CalEEMod Model Output: Project – Winter

CalEEMod Model Output: Project – Annual

CalEEMod Model Output: Project – Operational LST – Summer

CalEEMod Model Output: Previous Use - Summer

CalEEMod Model Output: Previous Use – Annual

CalEEMod Model Output: Previous Use –Operational LST - Summer

Derivation of LST Significance Thresholds

CalEEMod Model Construction Emission Summary

Construction Fuel Usage

Operational Fuel and Energy Usage

Estimation of Paving Material Quantity and Transport

Fuel and Energy Output

	Page
Diesel Offroad Construction Equipment Fuel Usage	1
Diesel and Gasoline Construction Vehicle Fuel Usage	2

Greenstone Trailer Parking Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.10	1000sqft	0.00	100.00	0
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,639.60	0
Parking Lot	202.00	1000sqft	4.64	202,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Summer

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use -

Construction Phase - Construction schedule calls for a 3-month construction time period as per the client information
Building construction phase used as a placeholder to include vehicle trips to/from FedEx main facility to the projct

Off-road Equipment -

Off-road Equipment - Construction of the Security Building

Off-road Equipment - Crawler tracter used in leiu of the tractor/loader/backhoe

Off-road Equipment -

Trips and VMT - Paving haul trucks based on coverage of parking lot (202,000 sq-ft, 0.33 feet thick) with a haul truck capaccity of 20 tons
Building construction is just a place holder to incorporate the operational vehicle trips

Grading - .

Vehicle Trips - Trip generation rate set to estimate a total of 96 daily trips
Trip distance between main FexEx facility and project = 1,100 feet (0.21 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No phusical buildings are proposed for the project.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage is proposed for the project.
Landscape water usage (shown as "Other Non-asphalt Surface") was provided by EPDS

Solid Waste - No buildings are proposed for the projecr site

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Summer

tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MH	8.9100e-004	0.00

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Summer

tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	244.00
tblVehicleTrips	CC_TL	8.40	0.21
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.21
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.21

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	960.00
tblVehicleTrips	SU_TR	1.05	960.00
tblVehicleTrips	WD_TR	11.03	960.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00
tblWater	OutdoorWaterUseRate	0.00	15,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.7405	42.4626	17.3706	0.0457	6.7200	1.7174	8.4374	3.4120	1.5800	4.9920	0.0000	4,427.7618	4,427.7618	1.3805	0.0000	4,462.2751
Maximum	**3.7405**	**42.4626**	**17.3706**	**0.0457**	**6.7200**	**1.7174**	**8.4374**	**3.4120**	**1.5800**	**4.9920**	**0.0000**	**4,427.7618**	**4,427.7618**	**1.3805**	**0.0000**	**4,462.2751**

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					
2020	3.7405	42.4626	17.3706	0.0457	3.1162	1.7174	4.8336	1.5598	1.5800	3.1399	0.0000	4,427.7618	4,427.7618	1.3805	0.0000	4,462.2751
Maximum	**3.7405**	**42.4626**	**17.3706**	**0.0457**	**3.1162**	**1.7174**	**4.8336**	**1.5598**	**1.5800**	**3.1399**	**0.0000**	**4,427.7618**	**4,427.7618**	**1.3805**	**0.0000**	**4,462.2751**

	ROG	NOx	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**	**53.63**	**0.00**	**42.71**	**54.28**	**0.00**	**37.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1554	9.0390	1.1282	0.0105	0.0176	3.8600e-003	0.0215	4.8200e-003	3.6900e-003	8.5100e-003		1,136.0913	1,136.0913	0.1516		1,139.8822
Total	**0.2636**	**9.0392**	**1.1490**	**0.0105**	**0.0176**	**3.9300e-003**	**0.0215**	**4.8200e-003**	**3.7600e-003**	**8.5800e-003**		**1,136.1357**	**1,136.1357**	**0.1518**	**0.0000**	**1,139.9296**

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	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1554	9.0390	1.1282	0.0105	0.0176	3.8600e-003	0.0215	4.8200e-003	3.6900e-003	8.5100e-003		1,136.0913	1,136.0913	0.1516		1,139.8822
Total	**0.2636**	**9.0392**	**1.1490**	**0.0105**	**0.0176**	**3.9300e-003**	**0.0215**	**4.8200e-003**	**3.7600e-003**	**8.5800e-003**		**1,136.1357**	**1,136.1357**	**0.1518**	**0.0000**	**1,139.9296**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/28/2020	5	20	
2	Paving	Paving	8/29/2020	9/25/2020	5	20	
3	Architectural Coating	Architectural Coating	9/26/2020	10/23/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 150; Non-Residential Outdoor: 50; Striped Parking Area: 14,498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	244.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.5369	42.4134	16.7138	0.0439		1.7160	1.7160		1.5787	1.5787		4,251.3448	4,251.3448	1.3750		4,285.7191
Total	**3.5369**	**42.4134**	**16.7138**	**0.0439**	**6.5523**	**1.7160**	**8.2684**	**3.3675**	**1.5787**	**4.9462**		**4,251.3448**	**4,251.3448**	**1.3750**		**4,285.7191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	3.5369	42.4134	16.7138	0.0439		1.7160	1.7160		1.5787	1.5787	0.0000	4,251.3448	4,251.3448	1.3750		4,285.7191
Total	**3.5369**	**42.4134**	**16.7138**	**0.0439**	**2.9486**	**1.7160**	**4.6646**	**1.5154**	**1.5787**	**3.0941**	**0.0000**	**4,251.3448**	**4,251.3448**	**1.3750**		**4,285.7191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9644**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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	0.1066	3.5080	0.7773	9.6400e-003	0.2133	0.0112	0.2245	0.0585	0.0107	0.0692		1,044.1148	1,044.1148	0.0711		1,045.8915
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.1756**	**3.5571**	**1.4341**	**0.0114**	**0.3810**	**0.0126**	**0.3936**	**0.1029**	**0.0120**	**0.1149**		**1,220.5318**	**1,220.5318**	**0.0766**		**1,222.4475**

3.3 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9644**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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	0.1066	3.5080	0.7773	9.6400e-003	0.2133	0.0112	0.2245	0.0585	0.0107	0.0692		1,044.1148	1,044.1148	0.0711		1,045.8915
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.1756**	**3.5571**	**1.4341**	**0.0114**	**0.3810**	**0.0126**	**0.3936**	**0.1029**	**0.0120**	**0.1149**		**1,220.5318**	**1,220.5318**	**0.0766**		**1,222.4475**

3.4 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**3.6484**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.0920**	**0.0655**	**0.8757**	**2.3600e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**235.2226**	**235.2226**	**7.4200e-003**		**235.4080**

3.4 Architectural Coating - 2020

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	3.4063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**3.6484**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.0920**	**0.0655**	**0.8757**	**2.3600e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**235.2226**	**235.2226**	**7.4200e-003**		**235.4080**

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	0.1554	9.0390	1.1282	0.0105	0.0176	3.8600e-003	0.0215	4.8200e-003	3.6900e-003	8.5100e-003		1,136.0913	1,136.0913	0.1516		1,139.8822
Unmitigated	0.1554	9.0390	1.1282	0.0105	0.0176	3.8600e-003	0.0215	4.8200e-003	3.6900e-003	8.5100e-003		1,136.0913	1,136.0913	0.1516		1,139.8822

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	96.00	96.00	96.00	7,338	7,338
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	96.00	96.00	96.00	7,338	7,338

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 Office Building	0.21	0.21	0.21	0.00	0.00	100.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Unmitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474

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	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

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

Greenstone Trailer Parking Project

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 Office Building	0.10	1000sqft	0.00	100.00	0
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,639.60	0
Parking Lot	202.00	1000sqft	4.64	202,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Winter

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use -

Construction Phase - Construction schedule calls for a 3-month construction time period as per the client information
Building construction phase used as a placeholder to include vehicle trips to/from FedEx main facility to the projct

Off-road Equipment -

Off-road Equipment - Construction of the Security Building

Off-road Equipment - Crawler tracter used in leiu of the tractor/loader/backhoe

Off-road Equipment -

Trips and VMT - Paving haul trucks based on coverage of parking lot (202,000 sq-ft, 0.33 feet thick) with a haul truck capaccity of 20 tons
Building construction is just a place holder to incorporate the operational vehicle trips

Grading - .

Vehicle Trips - Trip generation rate set to estimate a total of 96 daily trips
Trip distance between main FexEx facility and project = 1,100 feet (0.21 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No phusical buildings are proposed for the project.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage is proposed for the project.
Landscape water usage (shown as "Other Non-asphalt Surface") was provided by EPDS

Solid Waste - No buildings are proposed for the projecr site

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00

tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MH	8.9100e-004	0.00

tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	244.00
tblVehicleTrips	CC_TL	8.40	0.21
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.21
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.21

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	960.00
tblVehicleTrips	SU_TR	1.05	960.00
tblVehicleTrips	WD_TR	11.03	960.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00
tblWater	OutdoorWaterUseRate	0.00	15,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.7506	42.4678	17.3153	0.0456	6.7200	1.7174	8.4374	3.4120	1.5800	4.9920	0.0000	4,417.4579	4,417.4579	1.3802	0.0000	4,451.9631
Maximum	**3.7506**	**42.4678**	**17.3153**	**0.0456**	**6.7200**	**1.7174**	**8.4374**	**3.4120**	**1.5800**	**4.9920**	**0.0000**	**4,417.4579**	**4,417.4579**	**1.3802**	**0.0000**	**4,451.9631**

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					
2020	3.7506	42.4678	17.3153	0.0456	3.1162	1.7174	4.8336	1.5598	1.5800	3.1399	0.0000	4,417.4579	4,417.4579	1.3802	0.0000	4,451.9631
Maximum	**3.7506**	**42.4678**	**17.3153**	**0.0456**	**3.1162**	**1.7174**	**4.8336**	**1.5598**	**1.5800**	**3.1399**	**0.0000**	**4,417.4579**	**4,417.4579**	**1.3802**	**0.0000**	**4,451.9631**

	ROG	NOx	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**	**53.63**	**0.00**	**42.71**	**54.28**	**0.00**	**37.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1750	8.7008	1.5278	9.2100e-003	0.0176	5.0500e-003	0.0227	4.8200e-003	4.8300e-003	9.6600e-003		995.3248	995.3248	0.1713		999.6068
Total	**0.2832**	**8.7010**	**1.5486**	**9.2100e-003**	**0.0176**	**5.1200e-003**	**0.0227**	**4.8200e-003**	**4.9000e-003**	**9.7300e-003**		**995.3692**	**995.3692**	**0.1714**	**0.0000**	**999.6541**

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	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1750	8.7008	1.5278	9.2100e-003	0.0176	5.0500e-003	0.0227	4.8200e-003	4.8300e-003	9.6600e-003		995.3248	995.3248	0.1713		999.6068
Total	**0.2832**	**8.7010**	**1.5486**	**9.2100e-003**	**0.0176**	**5.1200e-003**	**0.0227**	**4.8200e-003**	**4.9000e-003**	**9.7300e-003**		**995.3692**	**995.3692**	**0.1714**	**0.0000**	**999.6541**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/28/2020	5	20	
2	Paving	Paving	8/29/2020	9/25/2020	5	20	
3	Architectural Coating	Architectural Coating	9/26/2020	10/23/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 150; Non-Residential Outdoor: 50; Striped Parking Area: 14,498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	244.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.5369	42.4134	16.7138	0.0439		1.7160	1.7160		1.5787	1.5787		4,251.3448	4,251.3448	1.3750		4,285.7191
Total	**3.5369**	**42.4134**	**16.7138**	**0.0439**	**6.5523**	**1.7160**	**8.2684**	**3.3675**	**1.5787**	**4.9462**		**4,251.3448**	**4,251.3448**	**1.3750**		**4,285.7191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	3.5369	42.4134	16.7138	0.0439		1.7160	1.7160		1.5787	1.5787	0.0000	4,251.3448	4,251.3448	1.3750		4,285.7191
Total	**3.5369**	**42.4134**	**16.7138**	**0.0439**	**2.9486**	**1.7160**	**4.6646**	**1.5154**	**1.5787**	**3.0941**	**0.0000**	**4,251.3448**	**4,251.3448**	**1.3750**		**4,285.7191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9644**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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	0.1092	3.5534	0.8261	9.4700e-003	0.2133	0.0114	0.2247	0.0585	0.0109	0.0694		1,026.1348	1,026.1348	0.0737		1,027.9761
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.1858**	**3.6078**	**1.4277**	**0.0111**	**0.3810**	**0.0128**	**0.3938**	**0.1029**	**0.0122**	**0.1151**		**1,192.2478**	**1,192.2478**	**0.0789**		**1,194.2200**

3.3 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9644**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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	0.1092	3.5534	0.8261	9.4700e-003	0.2133	0.0114	0.2247	0.0585	0.0109	0.0694		1,026.1348	1,026.1348	0.0737		1,027.9761
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.1858**	**3.6078**	**1.4277**	**0.0111**	**0.3810**	**0.0128**	**0.3938**	**0.1029**	**0.0122**	**0.1151**		**1,192.2478**	**1,192.2478**	**0.0789**		**1,194.2200**

3.4 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**3.6484**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1022**	**0.0725**	**0.8020**	**2.2200e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**221.4841**	**221.4841**	**6.9800e-003**		**221.6586**

3.4 Architectural Coating - 2020

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	3.4063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**3.6484**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1022**	**0.0725**	**0.8020**	**2.2200e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**221.4841**	**221.4841**	**6.9800e-003**		**221.6586**

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	0.1750	8.7008	1.5278	9.2100e-003	0.0176	5.0500e-003	0.0227	4.8200e-003	4.8300e-003	9.6600e-003		995.3248	995.3248	0.1713		999.6068
Unmitigated	0.1750	8.7008	1.5278	9.2100e-003	0.0176	5.0500e-003	0.0227	4.8200e-003	4.8300e-003	9.6600e-003		995.3248	995.3248	0.1713		999.6068

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	96.00	96.00	96.00	7,338	7,338
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	96.00	96.00	96.00	7,338	7,338

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 Office Building	0.21	0.21	0.21	0.00	0.00	100.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Unmitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474

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	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

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

Greenstone Trailer Parking Project

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 Office Building	0.10	1000sqft	0.00	100.00	0
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,639.60	0
Parking Lot	202.00	1000sqft	4.64	202,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Annual

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use -

Construction Phase - Construction schedule calls for a 3-month construction time period as per the client information
Building construction phase used as a placeholder to include vehicle trips to/from FedEx main facility to the projct

Off-road Equipment -

Off-road Equipment - Construction of the Security Building

Off-road Equipment - Crawler tracter used in leiu of the tractor/loader/backhoe

Off-road Equipment -

Trips and VMT - Paving haul trucks based on coverage of parking lot (202,000 sq-ft, 0.33 feet thick) with a haul truck capaccity of 20 tons
Building construction is just a place holder to incorporate the operational vehicle trips

Grading - .

Vehicle Trips - Trip generation rate set to estimate a total of 96 daily trips
Trip distance between main FexEx facility and project = 1,100 feet (0.21 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No phusical buildings are proposed for the project.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage is proposed for the project.
Landscape water usage (shown as "Other Non-asphalt Surface") was provided by EPDS

Solid Waste - No buildings are proposed for the projecr site

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00

tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MH	8.9100e-004	0.00

tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	244.00
tblVehicleTrips	CC_TL	8.40	0.21
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.21
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.21

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	960.00
tblVehicleTrips	SU_TR	1.05	960.00
tblVehicleTrips	WD_TR	11.03	960.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00
tblWater	OutdoorWaterUseRate	0.00	15,000.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0949	0.6197	0.3605	8.5000e-004	0.0731	0.0260	0.0991	0.0357	0.0240	0.0597	0.0000	75.6593	75.6593	0.0200	0.0000	76.1584
Maximum	**0.0949**	**0.6197**	**0.3605**	**8.5000e-004**	**0.0731**	**0.0260**	**0.0991**	**0.0357**	**0.0240**	**0.0597**	**0.0000**	**75.6593**	**75.6593**	**0.0200**	**0.0000**	**76.1584**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0949	0.6197	0.3605	8.5000e-004	0.0371	0.0260	0.0630	0.0172	0.0240	0.0412	0.0000	75.6593	75.6593	0.0200	0.0000	76.1584
Maximum	**0.0949**	**0.6197**	**0.3605**	**8.5000e-004**	**0.0371**	**0.0260**	**0.0630**	**0.0172**	**0.0240**	**0.0412**	**0.0000**	**75.6593**	**75.6593**	**0.0200**	**0.0000**	**76.1584**

	ROG	NOx	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**	**49.30**	**0.00**	**36.38**	**51.89**	**0.00**	**31.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Greenstone Trailer Parking Project - Los Angeles-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-3-2020	9-30-2020	0.6352	0.6352
		Highest	0.6352	0.6352

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	0.0196	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	17.0790	17.0790	9.3000e-004	1.9000e-004	17.1596
Mobile	0.0299	1.6189	0.2389	1.8100e-003	3.1500e-003	7.9000e-004	3.9400e-003	8.6000e-004	7.6000e-004	1.6200e-003	0.0000	177.6043	177.6043	0.0264	0.0000	178.2650
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0403	0.0403	0.0000	0.0000	0.0405
Total	**0.0495**	**1.6189**	**0.2415**	**1.8100e-003**	**3.1500e-003**	**8.0000e-004**	**3.9500e-003**	**8.6000e-004**	**7.7000e-004**	**1.6300e-003**	**0.0000**	**194.7286**	**194.7286**	**0.0274**	**1.9000e-004**	**195.4704**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0196	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	17.0790	17.0790	9.3000e-004	1.9000e-004	17.1596
Mobile	0.0299	1.6189	0.2389	1.8100e-003	3.1500e-003	7.9000e-004	3.9400e-003	8.6000e-004	7.6000e-004	1.6200e-003	0.0000	177.6043	177.6043	0.0264	0.0000	178.2650
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0403	0.0403	0.0000	0.0000	0.0405
Total	**0.0495**	**1.6189**	**0.2415**	**1.8100e-003**	**3.1500e-003**	**8.0000e-004**	**3.9500e-003**	**8.6000e-004**	**7.7000e-004**	**1.6300e-003**	**0.0000**	**194.7286**	**194.7286**	**0.0274**	**1.9000e-004**	**195.4704**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/28/2020	5	20	
2	Paving	Paving	8/29/2020	9/25/2020	5	20	
3	Architectural Coating	Architectural Coating	9/26/2020	10/23/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 150; Non-Residential Outdoor: 50; Striped Parking Area: 14,498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	244.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0354	0.4241	0.1671	4.4000e-004		0.0172	0.0172		0.0158	0.0158	0.0000	38.5676	38.5676	0.0125	0.0000	38.8794
Total	**0.0354**	**0.4241**	**0.1671**	**4.4000e-004**	**0.0655**	**0.0172**	**0.0827**	**0.0337**	**0.0158**	**0.0495**	**0.0000**	**38.5676**	**38.5676**	**0.0125**	**0.0000**	**38.8794**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.6000e-004	6.1700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5320	1.5320	5.0000e-005	0.0000	1.5332
Total	**6.9000e-004**	**5.6000e-004**	**6.1700e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5320**	**1.5320**	**5.0000e-005**	**0.0000**	**1.5332**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	0.0152	0.0000	0.0152	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0354	0.4241	0.1671	4.4000e-004		0.0172	0.0172		0.0158	0.0158	0.0000	38.5675	38.5675	0.0125	0.0000	38.8793
Total	**0.0354**	**0.4241**	**0.1671**	**4.4000e-004**	**0.0295**	**0.0172**	**0.0467**	**0.0152**	**0.0158**	**0.0309**	**0.0000**	**38.5675**	**38.5675**	**0.0125**	**0.0000**	**38.8793**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.6000e-004	6.1700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5320	1.5320	5.0000e-005	0.0000	1.5332
Total	**6.9000e-004**	**5.6000e-004**	**6.1700e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5320**	**1.5320**	**5.0000e-005**	**0.0000**	**1.5332**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	6.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0197**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1902**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0800e-003	0.0362	7.9900e-003	1.0000e-004	2.1000e-003	1.1000e-004	2.2100e-003	5.8000e-004	1.1000e-004	6.8000e-004	0.0000	9.4035	9.4035	6.5000e-004	0.0000	9.4199
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.6000e-004	6.1700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5320	1.5320	5.0000e-005	0.0000	1.5332
Total	**1.7700e-003**	**0.0368**	**0.0142**	**1.2000e-004**	**3.7400e-003**	**1.2000e-004**	**3.8700e-003**	**1.0200e-003**	**1.2000e-004**	**1.1300e-003**	**0.0000**	**10.9356**	**10.9356**	**7.0000e-004**	**0.0000**	**10.9532**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	6.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0197**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1901**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0800e-003	0.0362	7.9900e-003	1.0000e-004	2.1000e-003	1.1000e-004	2.2100e-003	5.8000e-004	1.1000e-004	6.8000e-004	0.0000	9.4035	9.4035	6.5000e-004	0.0000	9.4199
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.6000e-004	6.1700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5320	1.5320	5.0000e-005	0.0000	1.5332
Total	**1.7700e-003**	**0.0368**	**0.0142**	**1.2000e-004**	**3.7400e-003**	**1.2000e-004**	**3.8700e-003**	**1.0200e-003**	**1.2000e-004**	**1.1300e-003**	**0.0000**	**10.9356**	**10.9356**	**7.0000e-004**	**0.0000**	**10.9532**

3.4 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	**0.0365**	**0.0168**	**0.0183**	**3.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.0000e-004**	**0.0000**	**2.5582**

3.4 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	7.4000e-004	8.2300e-003	2.0000e-005	2.1900e-003	2.0000e-005	2.2100e-003	5.8000e-004	2.0000e-005	6.0000e-004	0.0000	2.0427	2.0427	6.0000e-005	0.0000	2.0443
Total	**9.2000e-004**	**7.4000e-004**	**8.2300e-003**	**2.0000e-005**	**2.1900e-003**	**2.0000e-005**	**2.2100e-003**	**5.8000e-004**	**2.0000e-005**	**6.0000e-004**	**0.0000**	**2.0427**	**2.0427**	**6.0000e-005**	**0.0000**	**2.0443**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	**0.0365**	**0.0168**	**0.0183**	**3.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.0000e-004**	**0.0000**	**2.5582**

3.4 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	7.4000e-004	8.2300e-003	2.0000e-005	2.1900e-003	2.0000e-005	2.2100e-003	5.8000e-004	2.0000e-005	6.0000e-004	0.0000	2.0427	2.0427	6.0000e-005	0.0000	2.0443
Total	**9.2000e-004**	**7.4000e-004**	**8.2300e-003**	**2.0000e-005**	**2.1900e-003**	**2.0000e-005**	**2.2100e-003**	**5.8000e-004**	**2.0000e-005**	**6.0000e-004**	**0.0000**	**2.0427**	**2.0427**	**6.0000e-005**	**0.0000**	**2.0443**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0299	1.6189	0.2389	1.8100e-003	3.1500e-003	7.9000e-004	3.9400e-003	8.6000e-004	7.6000e-004	1.6200e-003	0.0000	177.6043	177.6043	0.0264	0.0000	178.2650
Unmitigated	0.0299	1.6189	0.2389	1.8100e-003	3.1500e-003	7.9000e-004	3.9400e-003	8.6000e-004	7.6000e-004	1.6200e-003	0.0000	177.6043	177.6043	0.0264	0.0000	178.2650

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	96.00	96.00	96.00	7,338	7,338
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	96.00	96.00	96.00	7,338	7,338

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 Office Building	0.21	0.21	0.21	0.00	0.00	100.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17.0790	17.0790	9.3000e-004	1.9000e-004	17.1596
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17.0790	17.0790	9.3000e-004	1.9000e-004	17.1596
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70700	17.0790	9.3000e-004	1.9000e-004	17.1596
Total		**17.0790**	**9.3000e-004**	**1.9000e-004**	**17.1596**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70700	17.0790	9.3000e-004	1.9000e-004	17.1596
Total		**17.0790**	**9.3000e-004**	**1.9000e-004**	**17.1596**

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	0.0196	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003
Unmitigated	0.0196	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003
Total	**0.0196**	**2.0000e-005**	**2.6000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.0400e-003**	**5.0400e-003**	**1.0000e-005**	**0.0000**	**5.3700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.6000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0400e-003	5.0400e-003	1.0000e-005	0.0000	5.3700e-003
Total	**0.0196**	**2.0000e-005**	**2.6000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.0400e-003**	**5.0400e-003**	**1.0000e-005**	**0.0000**	**5.3700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0403	0.0000	0.0000	0.0405
Unmitigated	0.0403	0.0000	0.0000	0.0405

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0.015	0.0403	0.0000	0.0000	0.0405
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0403**	**0.0000**	**0.0000**	**0.0405**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0.015	0.0403	0.0000	0.0000	0.0405
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0403**	**0.0000**	**0.0000**	**0.0405**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Greenstone Trailer Parking Area - Operational LST

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.10	1000sqft	0.00	100.00	0
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,639.60	0
Parking Lot	202.00	1000sqft	4.64	202,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Area - Operational LST - Los Angeles-South Coast County, Summer

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use -

Construction Phase - Operatonal LST Assessment

Off-road Equipment -

Off-road Equipment - Operational LST Assessment

Trips and VMT - Operational LST Only

Grading - .OPerational LST Assessment

Vehicle Trips - Trip generation rate set to estimate a total of 96 daily trips
Onsite Trip distance = 850 feet (0.15 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No phusical buildings are proposed for the project.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage is proposed for the project.
Landscape water usage (shown as "Other Non-asphalt Surface") was provided by EPDS

Solid Waste - No buildings are proposed for the projecr site

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00
tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00

Greenstone Trailer Parking Area - Operational LST - Los Angeles-South Coast County, Summer

tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	LHD2	6.1430e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MCY	5.0780e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MH	8.9100e-004	0.00
tblFleetMix	MHD	0.02	0.00

Greenstone Trailer Parking Area - Operational LST - Los Angeles-South Coast County, Summer

tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	OBUS	2.4790e-003	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	SBUS	6.8200e-004	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblFleetMix	UBUS	2.2700e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblVehicleTrips	CC_TL	8.40	0.15
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.15
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.15
tblVehicleTrips	CW_TL	16.60	0.00

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	960.00
tblVehicleTrips	SU_TR	1.05	960.00
tblVehicleTrips	WD_TR	11.03	960.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00
tblWater	OutdoorWaterUseRate	0.00	15,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1535	8.9886	1.1134	0.0103	0.0126	3.6300e-003	0.0162	3.4500e-003	3.4700e-003	6.9200e-003		1,115.0059	1,115.0059	0.1504		1,118.7667
Total	**0.2617**	**8.9888**	**1.1342**	**0.0103**	**0.0126**	**3.7000e-003**	**0.0163**	**3.4500e-003**	**3.5400e-003**	**6.9900e-003**		**1,115.0503**	**1,115.0503**	**0.1506**	**0.0000**	**1,118.8141**

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	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1535	8.9886	1.1134	0.0103	0.0126	3.6300e-003	0.0162	3.4500e-003	3.4700e-003	6.9200e-003		1,115.0059	1,115.0059	0.1504		1,118.7667
Total	**0.2617**	**8.9888**	**1.1342**	**0.0103**	**0.0126**	**3.7000e-003**	**0.0163**	**3.4500e-003**	**3.5400e-003**	**6.9900e-003**		**1,115.0503**	**1,115.0503**	**0.1506**	**0.0000**	**1,118.8141**

	ROG	NOx	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	Grading	Grading	10/15/2020	10/15/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 5.55

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crawler Tractors	0	8.00	212	0.43
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Greenstone Trailer Parking Area - Operational LST - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.1535	8.9886	1.1134	0.0103	0.0126	3.6300e-003	0.0162	3.4500e-003	3.4700e-003	6.9200e-003		1,115.0059	1,115.0059	0.1504		1,118.7667
Unmitigated	0.1535	8.9886	1.1134	0.0103	0.0126	3.6300e-003	0.0162	3.4500e-003	3.4700e-003	6.9200e-003		1,115.0059	1,115.0059	0.1504		1,118.7667

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	96.00	96.00	96.00	5,242	5,242
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	96.00	96.00	96.00	5,242	5,242

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 Office Building	0.15	0.15	0.15	0.00	0.00	100.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Unmitigated	0.1082	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474

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	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9400e-003	1.9000e-004	0.0208	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0444	0.0444	1.2000e-004		0.0474
Total	**0.1082**	**1.9000e-004**	**0.0208**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0444**	**0.0444**	**1.2000e-004**		**0.0474**

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

Greenstone Trailer Parking Area - Previous Use

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 Office Building	0.10	1000sqft	0.00	100.00	0
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Area - Previous Use - Los Angeles-South Coast County, Annual

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use - 2 acre parking lot assumed for the previous use
General OFfice Building serves as a place holder so that vehicle trips can be included

Construction Phase - Previous Operations Only

Off-road Equipment -

Off-road Equipment - Previous Operations Only

Trips and VMT - Previous Operations Only

Vehicle Trips - Trip generation rate set to estimate a total of 40 daily trips
Trip distance between main FexEx facility and site = 1,100 feet (0.21 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No physical buildings were present in the previous site usage.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage for the previous usage.
No water usage assumed for the previous usage

Solid Waste - No buildings on the previous usage

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Grading - Previous Operations Only

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	4.00	1.00
tblConstructionPhase	PhaseEndDate	8/6/2020	8/3/2020
tblConsumerProducts	ROG_EF	1.98E-05	1.98E-17
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	3.542E-15
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	5.152E-15
tblEnergyUse	LightingElect	3.77	0.00

Greenstone Trailer Parking Area - Previous Use - Los Angeles-South Coast County, Annual

tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00
tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00

tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblVehicleTrips	CC_TL	8.40	0.21
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.21
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.21
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	400.00
tblVehicleTrips	SU_TR	1.05	400.00
tblVehicleTrips	WD_TR	11.03	400.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Greenstone Trailer Parking Area - Previous Use - Los Angeles-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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	1.2600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.3659	7.3659	4.0000e-004	8.0000e-005	7.4007
Mobile	0.0133	0.6964	0.1041	7.6000e-004	1.3100e-003	3.8000e-004	1.7000e-003	3.6000e-004	3.7000e-004	7.3000e-004	0.0000	74.6606	74.6606	0.0116	0.0000	74.9510
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.6964**	**0.1041**	**7.6000e-004**	**1.3100e-003**	**3.8000e-004**	**1.7000e-003**	**3.6000e-004**	**3.7000e-004**	**7.3000e-004**	**0.0000**	**82.0266**	**82.0266**	**0.0120**	**8.0000e-005**	**82.3517**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.3659	7.3659	4.0000e-004	8.0000e-005	7.4007
Mobile	0.0133	0.6964	0.1041	7.6000e-004	1.3100e-003	3.8000e-004	1.7000e-003	3.6000e-004	3.7000e-004	7.3000e-004	0.0000	74.6606	74.6606	0.0116	0.0000	74.9510
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.6964**	**0.1041**	**7.6000e-004**	**1.3100e-003**	**3.8000e-004**	**1.7000e-003**	**3.6000e-004**	**3.7000e-004**	**7.3000e-004**	**0.0000**	**82.0266**	**82.0266**	**0.0120**	**8.0000e-005**	**82.3517**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/3/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
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
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0133	0.6964	0.1041	7.6000e-004	1.3100e-003	3.8000e-004	1.7000e-003	3.6000e-004	3.7000e-004	7.3000e-004	0.0000	74.6606	74.6606	0.0116	0.0000	74.9510
Unmitigated	0.0133	0.6964	0.1041	7.6000e-004	1.3100e-003	3.8000e-004	1.7000e-003	3.6000e-004	3.7000e-004	7.3000e-004	0.0000	74.6606	74.6606	0.0116	0.0000	74.9510

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	40.00	40.00	40.00	3,058	3,058
Parking Lot	0.00	0.00	0.00		
Total	40.00	40.00	40.00	3,058	3,058

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 Office Building	0.21	0.21	0.21	0.00	0.00	100.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7.3659	7.3659	4.0000e-004	8.0000e-005	7.4007
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7.3659	7.3659	4.0000e-004	8.0000e-005	7.4007
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	30492	7.3659	4.0000e-004	8.0000e-005	7.4007
Total		**7.3659**	**4.0000e-004**	**8.0000e-005**	**7.4007**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	30492	7.3659	4.0000e-004	8.0000e-005	7.4007
Total		**7.3659**	**4.0000e-004**	**8.0000e-005**	**7.4007**

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	1.2600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	1.2600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Total	**1.2600e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Total	**1.2600e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Greenstone Trailer Parking Area - Previous Use

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.10	1000sqft	0.00	100.00	0
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Area - Previous Use - Los Angeles-South Coast County, Summer

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use - 2 acre parking lot assumed for the previous use
General OFfice Building serves as a place holder so that vehicle trips can be included

Construction Phase - Previous Operations Only

Off-road Equipment -

Off-road Equipment - Previous Operations Only

Trips and VMT - Previous Operations Only

Vehicle Trips - Trip generation rate set to estimate a total of 40 daily trips
Trip distance between main FexEx facility and site = 1,100 feet (0.21 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No physical buildings were present in the previous site usage.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage for the previous usage.
No water usage assumed for the previous usage

Solid Waste - No buildings on the previous usage

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Grading - Previous Operations Only

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	4.00	1.00
tblConstructionPhase	PhaseEndDate	8/6/2020	8/3/2020
tblConsumerProducts	ROG_EF	1.98E-05	1.98E-17
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	3.542E-15
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	5.152E-15
tblEnergyUse	LightingElect	3.77	0.00

Greenstone Trailer Parking Area - Previous Use - Los Angeles-South Coast County, Summer

tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00
tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00

tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblVehicleTrips	CC_TL	8.40	0.21
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.21
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.21
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	400.00
tblVehicleTrips	SU_TR	1.05	400.00
tblVehicleTrips	WD_TR	11.03	400.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0691	3.8896	0.4915	4.4200e-003	7.3300e-003	1.8800e-003	9.2100e-003	2.0100e-003	1.8000e-003	3.8100e-003		477.4915	477.4915	0.0667		479.1580
Total	**0.0760**	**3.8896**	**0.4918**	**4.4200e-003**	**7.3300e-003**	**1.8800e-003**	**9.2100e-003**	**2.0100e-003**	**1.8000e-003**	**3.8100e-003**		**477.4920**	**477.4920**	**0.0667**	**0.0000**	**479.1585**

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	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0691	3.8896	0.4915	4.4200e-003	7.3300e-003	1.8800e-003	9.2100e-003	2.0100e-003	1.8000e-003	3.8100e-003		477.4915	477.4915	0.0667		479.1580
Total	**0.0760**	**3.8896**	**0.4918**	**4.4200e-003**	**7.3300e-003**	**1.8800e-003**	**9.2100e-003**	**2.0100e-003**	**1.8000e-003**	**3.8100e-003**		**477.4920**	**477.4920**	**0.0667**	**0.0000**	**479.1585**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/3/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
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
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0691	3.8896	0.4915	4.4200e-003	7.3300e-003	1.8800e-003	9.2100e-003	2.0100e-003	1.8000e-003	3.8100e-003		477.4915	477.4915	0.0667		479.1580
Unmitigated	0.0691	3.8896	0.4915	4.4200e-003	7.3300e-003	1.8800e-003	9.2100e-003	2.0100e-003	1.8000e-003	3.8100e-003		477.4915	477.4915	0.0667		479.1580

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	40.00	40.00	40.00	3,058	3,058
Parking Lot	0.00	0.00	0.00		
Total	40.00	40.00	40.00	3,058	3,058

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 Office Building	0.21	0.21	0.21	0.00	0.00	100.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Unmitigated	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Total	**6.9100e-003**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.6000e-004**	**4.6000e-004**	**0.0000**		**4.9000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Total	**6.9100e-003**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.6000e-004**	**4.6000e-004**	**0.0000**		**4.9000e-004**

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

Greenstone Trailer Parking Area - Previous Use OPerational LST

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.10	1000sqft	0.00	100.00	0
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	532.57	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Greenstone Trailer Parking Area - Previous Use OPerational LST - Los Angeles-South Coast County, Summer

Project Characteristics - SCE Intensity Factor for CO2 emissions from 2020 to 2029 based on the California Renewable Portfolio Standard

Land Use - 2 acre parking lot assumed for the previous use
General OFfice Building serves as a place holder so that vehicle trips can be included

Construction Phase - Previous Operations Only

Off-road Equipment -

Off-road Equipment - Previous Operations Only

Trips and VMT - Previous Operations Only

Grading - Previous Operations Only

Vehicle Trips - Trip generation rate set to estimate a total of 40 daily trips
Onsite Trip distance = 850 feet (0.15 miles)

Consumer Products - No staff would be present onsite. Therefore, no office or restroom facilities are needed

Energy Use - The General Office Building is used as a place holder necessary to generate vehicle trips for the project . No physical buildings were present in the previous site usage.
Lighting is provided for the parking lot.
No natural gas usage is assumed.

Water And Wastewater - No building usage for the previous usage.
No water usage assumed for the previous usage

Solid Waste - No buildings on the previous usage

Construction Off-road Equipment Mitigation -

Fleet Mix - All vehicles assumed to be HHDT

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	4.00	1.00
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-14
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	NT24E	4.62	0.00

Greenstone Trailer Parking Area - Previous Use OPerational LST - Los Angeles-South Coast County, Summer

tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	T24E	4.60	0.00
tblEnergyUse	T24NG	10.02	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	SBUS	6.7700e-004	0.00

tblFleetMix	UBUS	2.3590e-003	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	532.57
tblSolidWaste	SolidWasteGenerationRate	0.09	0.00
tblVehicleTrips	CC_TL	8.40	0.15
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.15
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CW_TL	16.60	0.15
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.46	400.00
tblVehicleTrips	SU_TR	1.05	400.00
tblVehicleTrips	WD_TR	11.03	400.00
tblWater	IndoorWaterUseRate	17,773.37	0.00
tblWater	OutdoorWaterUseRate	10,893.36	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0682	3.8666	0.4853	4.3400e-003	5.2400e-003	1.7700e-003	7.0100e-003	1.4400e-003	1.7000e-003	3.1300e-003		468.6051	468.6051	0.0662		470.2591
Total	**0.0751**	**3.8666**	**0.4855**	**4.3400e-003**	**5.2400e-003**	**1.7700e-003**	**7.0100e-003**	**1.4400e-003**	**1.7000e-003**	**3.1300e-003**		**468.6056**	**468.6056**	**0.0662**	**0.0000**	**470.2596**

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	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0682	3.8666	0.4853	4.3400e-003	5.2400e-003	1.7700e-003	7.0100e-003	1.4400e-003	1.7000e-003	3.1300e-003		468.6051	468.6051	0.0662		470.2591
Total	**0.0751**	**3.8666**	**0.4855**	**4.3400e-003**	**5.2400e-003**	**1.7700e-003**	**7.0100e-003**	**1.4400e-003**	**1.7000e-003**	**3.1300e-003**		**468.6056**	**468.6056**	**0.0662**	**0.0000**	**470.2596**

	ROG	NOx	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	Grading	Grading	8/3/2020	8/3/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
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
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0682	3.8666	0.4853	4.3400e-003	5.2400e-003	1.7700e-003	7.0100e-003	1.4400e-003	1.7000e-003	3.1300e-003		468.6051	468.6051	0.0662		470.2591
Unmitigated	0.0682	3.8666	0.4853	4.3400e-003	5.2400e-003	1.7700e-003	7.0100e-003	1.4400e-003	1.7000e-003	3.1300e-003		468.6051	468.6051	0.0662		470.2591

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	40.00	40.00	40.00	2,184	2,184
Parking Lot	0.00	0.00	0.00		
Total	40.00	40.00	40.00	2,184	2,184

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 Office Building	0.15	0.15	0.15	0.00	0.00	100.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Unmitigated	6.9100e-003	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Total	**6.9100e-003**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.6000e-004**	**4.6000e-004**	**0.0000**		**4.9000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.6000e-004	4.6000e-004	0.0000		4.9000e-004
Total	**6.9100e-003**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.6000e-004**	**4.6000e-004**	**0.0000**		**4.9000e-004**

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

Greenstone Trailer Parking Project

Estimate of Construction LSTs

Size of Maximum Daily Disturbed Construction Area: **2.5** acres
Size of Maximum Daily Disturbed Operation Area: **5** acres (actual project area is 5.5 acres)

Source Receptor Area: **5**

Distance to Sensitive Receptor **290** meters for PM10 and PM2.5
Distance to Worker Receptor: **25** meters for NO2 and CO

Construction LST

	Distance (m):	25	Distance (m):	200	Distance (m):	500	Distance (m):	290
Size	NOx	CO	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
(acres)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)
2	114	861	74	22	182	92	106	43
5	172	1480	95	30	203	103	127	52
2.5	124	964	78	23	186	94	110	44

Estimation of Operational LSTs

	Distance (m):	25	Distance (m):	200	Distance (m):	500	Distance (m):	290
Size	NOx	CO	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
(acres)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)
5	172	1480	23	8	49	25	31	13

Greenstone Trailer Parking Project

CalEEMod Construction Emission Summary

	Maximum Daily Emissions (pounds/day)									
2020	**ROG**	**NOx**	**CO**	**SOx**	**PM10F**	**PM10Exh**	**PM10Total**	**PM2.5Fug**	**PM2.5 Exh**	**PM2.5Total**
Grading										
Onsite	3.5	42.4	16.7	0.0	2.9	1.7	4.6	1.5	1.6	3.1
Offsite	0.1	0.0	0.7	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Total	3.6	42.4	17.4	0.0	3.1	1.7	4.8	1.5	1.6	3.1
Paving										
Onsite	2.0	14.1	14.7	0.0	0.0	0.8	0.8	0.0	0.7	0.7
Offsite	0.2	3.6	1.4	0.0	0.4	0.0	0.4	0.1	0.0	0.1
Total	2.2	17.7	16.1	0.0	0.4	0.8	1.2	0.1	0.7	0.8
Architectural Coating										
Onsite	3.6	1.7	1.8	0.0	0.0	0.1	0.1	0.0	0.1	0.1
Offsite	0.1	0.1	0.9	0.0	0.2	0.0	0.2	0.1	0.0	0.1
Total	3.7	1.8	2.7	0.0	0.2	0.1	0.3	0.1	0.1	0.2
2020 Max Onsite	**3.6**	**42.4**	**16.7**	**0.0**	**2.9**	**1.7**	**4.6**	**1.5**	**1.6**	**3.1**
2020 Max Total	**3.7**	**42.4**	**17.4**	**0.0**	**3.1**	**1.7**	**4.8**	**1.5**	**1.6**	**3.1**

Regional Threshold (pounds/day)	75	100	550	150			150			55
Project Max Total Exceeds Threshold ?	NO	NO	NO	NO			NO			NO
LST Threshold		124	964				110			44
Project Max Onsite Exceeds LST ?		NO	NO				NO			NO

Greenstone Trailer Parking Project

Construction Equipment Fuel Usage

Activity	Equipment	Project Number	Project Hours per day	Default Horse-power	Default Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Grading	Excavators	1	8	158	0.38	20	9,606	0.019763	190
	Graders	1	8	187	0.41	20	12,267	0.021143	259
	Rubber Tired Dozers	1	8	247	0.4	20	15,808	0.020461	323
	Crawler Tractor	3	8	212	0.43	20	43,757	0.022173	970
Paving	Pavers	2	8	130	0.42	20	17,472	0.021525	376
	Paving Equipment	2	8	132	0.36	20	15,206	0.018334	279
	Rollers	2	8	80	0.38	20	9,728	0.019412	189
Architectural Coating	Air Compressor	1	6	78	0.48	20	4,493	0.023965	108

Fuel Consumption rates derived from the ARB OFFROAD2017 - Orion Web Database

Total 2,694

Greenstone Trailer Parking Project

Fuel Consumption from Construction Vehicles (Derived from the ARB EMFAC2017 Mobile Source Emission Model)

Emission Factors

Region (County)	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT (miles/day)	Fuel Consumption (1000 gallons/day)	Fuel Rate (miles/gallon)
LOS ANGELES	2020	MHDT-T6	Aggregated	Aggregated	DSL	4028069	404.9	9.9
LOS ANGELES	2020	HHDT-T7	Aggregated	Aggregated	DSL	6743707	1073.9	6.3
							Average (50%/50%)	**8.1**
LOS ANGELES	2020	LDA	Aggregated	Aggregated	GAS	155194410	5389	28.8
LOS ANGELES	2020	LDT1	Aggregated	Aggregated	GAS	16649906	670	24.9
LOS ANGELES	2020	LDT2	Aggregated	Aggregated	GAS	52129905	2299	22.7
						Average	**(50%/25%/25%)**	**26**

Vehicle Assumptions (CalEEMod)
Haul trucks represented by HHDT-T7 (heavy -heavy duty haul truck)
MHDT-T6 (medium heavy duty haul truck)
Vendor trucks assu ed to be 50% HHDT-T7 and MHDT-T6)
LDA (light duty automobile for worker vehicles)
LDT1 (light duty truck 1 for wortker vehicles)
LDT2 (light duty truck 2 for worker vehicles)
Worker vehicles represented as 50% LDT, 25% LHT1, and 25% LDT2

Construction Vehicle Use (Derived from the CalEEMod model output)

Fuel Consumption for Haul Trucks

Construction Activity	No Haul Truck Trips	Trip Length	VMT (miles)	DSL Fuel (gallons)
Grading	0	20	0	0
Paving -	244	20	4880	777
Architectural Coating	0	20	0	0
Total	**244**		**4880**	**777**

Construction Activity	No Vendor Truck Trips/day	Duration (days)	Trip Length (miles)	VMT (miles)	Fuel	Fuel Rate (miles/gallon)	DSL Fuel (gallons)
Grading	0	20	6.9	0	DSL	8.1	0
Paving	0	20	6.9	0	DSL	8.1	0
Architectural Coating	0	20	6.9	0	DSL	8.1	0
						Total	**0**

Activity	No Worker Vehicles Trips/day	Duration (days)	Trip Length (miles)	VMT (miles)	Fuel	Fuel Rate (miles/gallon)	Gas Fuel (gallons)
Grading	15	20	14.7	4410	GAS	26	168
Paving	15	20	14.7	4410	GAS	26	168
Architectural Coating	20	20	14.7	5880	GAS	26	224
						Total	**559**

Summary	Gallons
Total -DSL	777
Ttal - GAS	559
	1336

Greenstone Trailer Parking Project

Estimation of Operational Vehicle Fuel Use

Total Annual VMT **7,262**

Vehicle Class	CalEEmod Fleet Mix	Annual VMT	EMFAC2017 % DSL	Annual DSL VMT	EMFAC2017 Fuel Rate -DSL (mi/gallons)	Fuel Consumption DSL-(gal/year)
HHDT	100%	7,262	100.0%	7262	7.1	1,016

Greenstone Trailer Parking Project - Previous Usage

Estimation of Operational Vehicle Fuel Use

Total Annual VMT **3,058**

Vehicle Class	CalEEmod Fleet Mix	Annual VMT	EMFAC2017 % DSL	Annual DSL VMT	EMFAC2017 Fuel Rate -DSL (mi/gallons)	Fuel Consumption DSL-(gal/year)
HHDT	100%	3,058	100.0%	3058	7.1	428

Greenstone Trailer Parking Project

Haul Truck Estimates for Delivery of Asphalt

Area to be covered:	202000	sq-ft
Depth to be covered:	0.33	ft
Volume of coverage:	67333.3	cu ft
	2493.8	cu yard
Density of asphalt:	3,915	pounds/cu yard
Weight of Asphalt:	4881.7	tons
Capacity of Haul Truck	20	tons
Number of Haul trucks	244	trucks

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To:	Rafik Albert, AICP
From:	Meghan Macias, TE
CC:	
Date:	4/22/2020
Re:	Trip Generation and Vehicle Miles Traveled Analysis for Proposed Greenstone Truck Parking Facility

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This technical memorandum presents an analysis of the trip generation and requirements for a vehicle miles traveled (VMT) analysis for the proposed Greenstone Trailer Parking Project. The project is located on a 5.55 AC site located at 12017 Greenstone Avenue in the City of Santa Fe Springs. The project site was part of a previous landfill that was used in the 1960s. After termination of landfill activities, the site was used by a rubble crushing/base rock facility until 2018 and for truck and trailer storage until 2020.

The facility would be used as a parking lot for trailers for the FedEx Ground facility located at 11688 Greenstone Avenue (1,100 feet north of the project site on the opposite site of Greenstone Avenue). The FedEx Ground facility is in full operation, 24 hours a day. Trailers would periodically be dropped-off and picked-up from the project site. No other activities would occur at the site and no employee vehicles would park at the site.

The facility could operate up to 24 hours a day, 7 days a week during the peak season (October-December). For most of the year, only a small number of trailers would be moved each day. The FedEx Ground facility would use yard goats or tractors (shuttle tractors) to drop off and pick up empty trailers from the storage yard. The yard would most likely be at half capacity from January to August. FedEx typically ramps up trailer inventory between September and October, increasing the trailer allocation to near full capacity. This does not indicate additional in-and-out traffic; rather, they would be bringing trailers into the yard but not taking anything out as they stockpile for the holiday season. During the months of November and December, they start emptying the yard, as goods are removed as needed based on demand. In summary, the overall flow of trailers at the facility would be inbound from January through October, when it is close to capacity, and then outbound in November and December.

Project Trip Generation

Trip generation is generally calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation* manual. However, ITE does not have trip rates for trailer storage facilities. Therefore, the project's daily and peak hour trip generation was estimated using the description of operations provided by the project applicant. The interval between trailers being moved in or out varies throughout the day and from day to day. However, it is anticipated that the time between trips could vary from several minutes to hours. Based on this description, it is assumed that FedEx would shuttle two trailers per hour either from FedEx to the project site, or from the project site to FedEx. Shuttles may not occur uniformly throughout the day. It is more likely that there wouldn't be any shuttles for several hours, but then for the next several hours there could be more than two shuttles per hour.

Table 1 presents the trip generation estimate for the proposed project. A passenger car equivalent (PCE) factor was added to the trip generation to account for the size and reduced maneuverability of vehicles entering and exiting the site (yard goats or shuttle tractors without and with trailers). It is assumed that trucks will enter the site with a trailer and exit without a trailer, or they will enter the site without a trailer and then exit with a trailer.

As shown in Table 1, the project is forecast to generate 96 daily vehicle trips including 4 trips during the AM peak hour and 4 trips during the PM peak hour. When a passenger car equivalent factor is applied to the truck trips, the project would generate 216 daily PCE trips including 10 PCE trips during the AM peak hour and 10 PCE trips during the PM peak hour. It should be noted that all the trips would be on Greenstone Avenue between the project site and the FedEx facility. There would not be any project trips added to an off-site intersection or any other roadway segment. The peak hour PCE trip generation of 10 trips would be a nominal increase in traffic on Greenstone Avenue and should not require preparation of a traffic impact analysis.

Table 1: Project Trip Generation

Total Vehicles										
		Daily			**AM Peak**			**PM Peak**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trailer Shuttle Trips (2 per hour)		48	48	96	2	2	4	2	2	4
Passenger Car Equivalent (PCE)										
		Daily			**AM Peak**			**PM Peak**		
	PCE Factor	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Yard Goats/Tractors	1.5	36	36	72	2	2	4	2	2	4
Tard Goat/Tractor with Trailer	3.0	72	72	144	3	3	6	3	3	6
Total Project Trip Generation		108	108	216	5	5	10	5	5	10

PCE = Passenger Car Equivalent.

Vehicle Miles Traveled

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(a) states "For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project." Subsequent guidance in OPR's Technical Advisory[1] indicates that heavy duty truck trips could be included in an analysis of VMT "for

[1] Technical Advisory on Evaluating Transportation Impacts in CEQA, State of California Governor's Office of Planning and Research, December 2018.

modeling convenience and ease of calculation", however evaluation of truck trips is not required. Additionally, OPR's technical advisory recommends that the threshold for evaluating VMT be the employee work VMT on a per capita basis. Because the project would not have any employees, and would not generate any passenger car vehicle trips, it would be exempt from preparation of a VMT analysis based on CEQA Guidelines Section 15064.3(a) and the OPR Technical Advisory.

If you have any questions about this analysis, please contact me at (949) 794-1186 or at meghan@epdsolutions.com.