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Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte

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AIR QUALITY AND GREENHOUSE GAS ANALYSIS

for the

CHICK-FIL-A
EL MONTE PROJECT
SANTA ANITA AVENUE AND BROCKWAY STREET

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1.0 INTRODUCTION

This report presents an assessment of potential air quality impacts associated with the proposed Chick-fil-A restaurant, located at the northeast corner of the intersection of Santa Anita Avenue and Brockway Street in El Monte, California (Project), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). BlueScape Environmental (BlueScape) has prepared this report to support preparation of the environmental documentation pursuant to the California Environmental Quality Act (CEQA). This study analyzes the potential for permanent impacts associated with operation of the proposed Project and temporary impacts associated with construction activities in close proximity to the site.

Air quality and greenhouse gas (GHG) impacts will be attributable to emissions associated with construction, and operational emissions associated with traffic and energy use. This report presents an evaluation of existing conditions at the site, thresholds of significance, and potential air quality and GHG impacts associated with construction and operation of the Project.

1.1 Project Description

The Project parcel is an approximately 1.89-acre lot that occupies the property on the east side of Santa Anita Avenue, bordered by Brockway Street and Interstate 10 freeway to the south, in the City of El Monte. The proposed Project will convert the partially developed Project site consisting of large, paved areas (concrete and/or asphalt), lighting and other landscape improvements (e.g., palm trees), with a 4,851-square foot Chick-fil-A restaurant with double-wide drive-thru and associated parking lot (total of 101 parking spaces).

The building that existed at the Project site has already been demolished, so the only demolition will be the removal of sections of concrete and paving that exist at the Project site. Site grading plans indicate approximately 690 cubic yards (cy) of raw cut material and approximately 370 cy of fill material will be necessary to achieve proper grading, so a material amount of approximately 320 cy will need to be exported off-site. The Preliminary Site Plan SP-1 is included in Attachment A.

2.0 AIR QUALITY STUDY

The regional and local air quality impacts on sensitive receptors due to construction and operation of the Project have been quantified and compared to CEQA thresholds set by the City of El Monte, the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

2.1 Air Quality Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the California Air Resources Control Board (CARB) regulates at the state level; and the South Coast Air Quality Management District (SCAQMD) regulates air quality in Los Angeles County.

CARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local air districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide. The City of El Monte is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD.

The SCAQMD is the agency responsible for achieving compliance with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), including criteria pollutants and their precursors. To that effect, the SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan* (AQMP) in March 2017 (SCAQMD 2017). The AQMP addresses SCAQMD's planning and progress for regional maintenance or attainment of the NAAQS and the CAAQS. The AQMP forms the basis for the most recent California State Implementation Plan (SIP) update, as it contains documentation on emission inventories and trends, the SCAQMD's emission control strategy, and an attainment demonstration to show that the Basin will come into attainment with the NAAQS and CAAQS.

For the proposed Project to be consistent with the AQMP, the pollutants emitted from the Project should not exceed the SCAQMD daily thresholds or cause a significant impact on air quality. Additionally, if feasible mitigation measures are implemented and are shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. A project may be considered significant under CEQA, on a regional basis, if it exceeds SCAQMD thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

2.2 Air Pollutants of Concern

2.2.1 Criteria Air Pollutants

The seven criteria air pollutants regulated under the National Ambient Air Quality Standards (NAAQS) are as follows: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (or particulate matter with an aerodynamic diameter of 10 microns or less, PM_{10}), fine particulate matter (or particulate matter with an aerodynamic diameter of 2.5 microns or less, $PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Areas that do

not meet the NAAQS for a particular pollutant are considered to be "non-attainment areas" for that pollutant.

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain air quality in the state. CARB is responsible for the development, adoption, and enforcement of the state's motor vehicle emissions program, as well as the adoption of the CAAQS. The California Clean Air Act of 1988 (CCAA) provides the state with the ability to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards, or more stringent.

Through the CAA, CARB has established the CAAQS for six criteria air pollutants also regulated by the NAAQS, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. The SCAB is currently classified as a non-attainment area under the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. It should be noted that CARB does not differentiate between attainment of the 1-hour and 8-hour CAAQS for O_3; therefore, if an air basin records an exceedance of either standard, the area is considered non-attainment for the CAAQS for O_3. The SCAB has recorded exceedances of both the 1-hour and 8-hour CAAQS for O_3 (SCAQMD 2021).

The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment" (SCAQMD 2021).

TABLE 1
SUMMARY OF SOUTH COAST AIR BASIN (SCAB)
FEDERAL AND STATE ATTAINMENT STATUS

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-Hour)	Non-attainment	Non-attainment
Ozone (1-Hour)	Non-attainment	Non-attainment
Carbon Monoxide	Attainment (Maintenance)	Attainment
PM_{10}	Attainment (Maintenance)	Non-attainment
$PM_{2.5}$	Non-Attainment	Non-attainment
Nitrogen Dioxide	Unclassifiable/Attainment	Attainment (Maintenance)
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment*	-
Sulfates	-	Attainment
Hydrogen Sulfide	-	Attainment
Vinyl Chloride	-	Attainment

* Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.
Source: SCAQMD 2021

2.2.2 Toxic Air Contaminants

Toxic air contaminants (TACs) are controlled under a different regulatory process than criteria pollutants. Because no safe level of emissions can be established for TACs region-wide, the regulation of TACs is based on the levels of cancer risk and other health risks posed to persons who may be exposed.

Under federal law, 188 substances are listed as Hazardous Air Pollutants (HAPs) that are TACs. Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) program. The USEPA establishes regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technology (MACT) for major sources of HAPs in each source category.

State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program, and is aimed at HAPs that are a concern in California. The state has formally identified more than 200 substances as TACs and has adopted appropriate control measures for each. Once adopted at the state level, each air district is required to adopt a measure that is equally or more stringent.

An example of TAC emissions would be the proposed Project's generation of diesel exhaust emissions from construction-related vehicles and equipment and operational phases. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances in addition to some noncancer hazards. On August 27, 1998, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease (CARB 1998).

2.3 Background Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards.

The monitoring station closest to the Project site is the Pico Rivera monitoring station, located at 4144 San Gabriel River Pkwy. in Pico Rivera, approximately 4.4 miles southwest of the Project site. The Pico Rivera monitoring station did not report state and federal PM_{10} concentrations. Therefore, this information was obtained from the nearest station reporting state and federal particulate matter data, the Azusa station, located at 803 N. Loren Ave. in Azusa approximately 8.2 miles north-northeast of the Project site. A summary of the data recorded at the two monitoring stations from 2019 through 2021 is presented in Table 2.

Table 2 indicates the number of days that each of the federal (NAAQS) and state (CAAQS) standards have been exceeded at monitoring stations near the Project site in each of the last three years for which data is available. Only the pollutants for which the state is in non-attainment are shown in Table 2. In the vicinity of the Project site, the federal and state 8-hour ozone standards were exceeded each year from 2019 to 2021, and the state worst hour ozone standard was also exceeded each year from 2019 to 2021. In addition, the PM_{10} state standards were exceeded each year and the $PM_{2.5}$ federal and state standards were exceeded each year. Other pollutants are unclassified or in attainment and as such have not been included in Table 2.

TABLE 2
AMBIENT AIR BACKGROUND POLLUTANT CONCENTRATIONS/EXCEEDANCES/STANDARDS

Pollutant	**2019**	**2020**	**2021**
Ozone (O_3)			
CAAQS maximum 1-hour concentration (ppm)	**0.108**	**0.169**	**0.104**
NAAQS maximum 8-hour concentration (ppm)	**0.091**	**0.114**	**0.074**
CAAQS maximum 8-hour concentration (ppm)	**0.092**	**0.114**	**0.074**
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	5	20	2
CAAQS 8- hour (>0.070 ppm)/NAAQS 8-hour (>0.070 ppm)	8 / 7	25 / 23	3 / 3
Respirable Particulate Matter (PM_{10})			
NAAQS maximum 24-hour concentration (µg/m^3)	82.0	**152.3**	79.4
CAAQS maximum 24-hour concentration (µg/m^3)	**80.3**	**149.1**	**77.7**
CAAQS annual average concentration (µg/m^3)	**27.9**	-	**32.6**
Annual or Days Standard Exceeded *			
NAAQS 24-hour (>150 µg/m^3)	0	1	0
CAAQS 24-hour (>50 µg/m^3)/Annual (>20 µg/m^3)	4 / Yes	9 / -	11 / Yes
Fine Particulate Matter ($PM_{2.5}$)			
NAAQS Maximum 24-hour concentration (µg/m^3)	**50.2**	**82.9**	**66.0**
CAAQS maximum 24-hour concentration (µg/m^3)	**50.2**	**82.9**	**66.1**
NAAQS/CAAQS Annual average concentration (µg/m^3)	10.6	**14.8**	**13.0**
Annual or Days Standard Exceeded *			
NAAQS 24-hour (>35 µg/m^3)/Annual (>12.0 µg/m^3)	1 / No	5 / Yes	3 / Yes
CAAQS Annual (>12 µg/m^3)	No	Yes	Yes

TABLE 2
AMBIENT AIR BACKGROUND POLLUTANT CONCENTRATIONS/EXCEEDANCES/STANDARDS

Pollutant	2019	2020	2021

Notes:
$\mu g/m^3$ = micrograms per cubic meter; ppb = parts per billion; ppm = parts per million; N/A = Not available.
CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard.
BOLD value indicates greater than standard.
O_3 and $PM_{2.5}$ measured at the Pico Rivera monitoring station, approximately 4.4 miles to the southwest
PM_{10} measured at the Azusa monitoring station, approximately 8.2 miles to the northwest
* In the case of an Annual standard a No or Yes response is provided.
Sources: CARB 2022; https://www.arb.ca.gov/adam/topfour/topfour1.php

2.4 Thresholds of Significance

2.4.1 SCAQMD Air Quality Significance Thresholds

The SCAQMD recommends quantitative regional CEQA significance thresholds for criteria pollutants, for temporary construction activities and long-term project operation in the SCAB, in order to maintain or achieve attainment for the criteria pollutants. The significance thresholds are listed in Table 3.

TABLE 3
SCAQMD REGIONAL CEQA SIGNIFICANCE EMISSIONS THRESHOLDS FOR CRITERIA POLLUTANTS

Pollutant	Construction Emissions (lbs/day)	Operational Emissions (lbs/day)
Volatile Organic Compounds or Reactive Organic Compounds (VOC or ROG)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_X)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Notes:
lbs/day = pounds per day
Source: SCAQMD 2019

The SCAQMD also sets CEQA significance threshold limits for health risk impacts on sensitive receptors due to emissions of TACs during construction and operation of a project. Sensitive receptors include locations such as residences, schools, hospitals, child daycare centers, and nursing homes where more sensitive individuals in the population could be exposed to a project's emissions, leading to health impacts. To determine impacts to sensitive receptors, if a project emits substantial TAC emissions

from construction and/or operations, the health risk impacts at the nearest sensitive receptors are estimated and compared to the SCAQMD CEQA health risk significance thresholds. These CEQA significance thresholds are listed in Table 4.

TABLE 4
SCAQMD REGIONAL CEQA SIGNIFICANCE EMMISSIONS THRESHOLDS FOR TOXIC AIR CONTAMINANTS

Risk Type	Significance Threshold
Maximum Incremental Cancer Risk	10 in one million
Chronic or Acute Hazard Index	1.0
Cancer Burden	0.5

Source: SCAQMD 2019

In addition to the regional daily significance thresholds for air pollutants, SCAQMD has also developed Localized 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, which could result in significant adverse localized air quality effects. The LST methodology takes into account a number of factors, including 1) existing ambient air quality in each Source Receptor Area (SRA); 2) how many acres the project would disturb in a day; and 3) how far project construction and operational activities would take place from the nearest sensitive receptor. LSTs are only applicable to on-site emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD's LST methodology provides screening tables for one through five-acre project scenarios for each SRA and sensitive receptor proximity ranging from 25 m to 500 m away from the project site (SCAQMD 2009). LSTs are the allowable emissions in pounds per day (lbs/day) that will not result in significant localized air quality impacts on the nearest sensitive receptor.

The Project is on an approximately 2-acre parcel and is located in Source Receptor Area 9 (East San Gabriel Valley). The nearest sensitive receptor, a resident, is located adjacent to the Project site parking area, on the east side. Per SCAQMD guidance, for receptor distances less than 25 m, a receptor distance of 25 m is used to determine thresholds for localized impacts. The SCAQMD localized construction and operational emission thresholds for the Project are summarized in Table 5.

TABLE 5 SCAQMD LOCALIZED SIGNIFICANT EMISSIONS THRESHOLDS		
Pollutant	**Construction Emissions (lbs/day)**	**Operational Emissions (lbs/day)**
Nitrogen Oxides (NO_X)	128	128
Carbon Monoxide (CO)	953	953
Respirable Particulate Matter (PM_{10})	7	2
Fine Particulate Matter ($PM_{2.5}$)	5	2

Source: SCAQMD 2009 for 2-acre project site in Source Receptor Area 9 (East San Gabriel Valley) at receptor distance of 25 m.

The impacts associated with construction and operation of the Project were evaluated based on these significance criteria.

2.5 Air Quality Analysis Methodology and Results

Criteria pollutant emissions for Project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0 (CAPCOA 2021a). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The model calculates criteria pollutant emissions of CO, PM_{10}, $PM_{2.5}$, SO_2, and the ozone precursors, ROG and NO_X. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (CAPCOA 2021b). The input data and subsequent construction and operation emission estimates for the proposed Project are discussed below. CalEEMod output files for the Project are included in Attachments B and C to this report.

As referenced, construction activities would include site fill material, grading, construction of the buildings/utilities and related landscape improvements, as well as paving parking areas. Construction activities would require the use of equipment that would generate criteria air pollutant emissions. For calculation purposes, it was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed Project were quantified by

estimating the types of equipment, including the number of individual pieces of equipment, that would be used on-site during each of the construction phases as well as soil import haul trips.

Operational emissions include mobile source emissions, energy emissions and area source emissions. Mobile source emissions are generated by motor vehicle trips associated with operation of the Project. Emissions attributable to energy use include electricity and natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, use of consumer products and painting.

2.6 Construction Emission Impacts

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. The first phase of construction involves demolition and site preparation. Because demolition of the previous building has already occurred at the Project site, the demolition phase of construction only includes removal of 4-inch-thick concrete pads and 2.5-inch-thick asphalt/concrete paving. The second phase of construction is grading, which will occur over a large portion of the Project site; 320 cubic yards of material are expected to be exported from grading activities. The third phase of construction involves construction of the restaurant building, and the fourth phase includes paving and architectural coatings application.

It was assumed that the duration of these construction phases would be roughly 24 weeks, starting in September 2023 and ending in February 2024, with heavy construction equipment operating at the site for eight hours per day, five days per week during project construction. Fugitive dust controls were assumed during construction, including watering of active sites three times daily. Table 6 shows the construction phase schedule that was entered into CalEEMod. Note that some of the construction phases overlap and are concurrent with each other.

TABLE 6
CHICK-FIL-A RESTAURANT EL MONTE CONSTRUCTION SCHEDULE

Construction Phase	Start Date	End Date	Days/Week	Total Days
Demolition	9/6/23	9/19/23	5	10
Site Preparation	9/6/23	9/19/23	5	10
Grading	9/20/23	10/2/23	5	9
Building Construction	10/4/23	1/5/24	5	68
Paving	1/8/24	1/19/24	5	10
Architectural Coating	2/7/24	2/20/24	5	10

Table 7 provides a summary of the emission estimates, as calculated with the CalEEMod model, for construction of the proposed Project, assuming the following standard measures are implemented to reduce emissions:

- Water the Project site 3 times per day to control fugitive dust emissions to comply with SCAQMD Rule 403; and
- Use low-VOC coatings for interior and exterior painting and for parking lot painting to comply with SCAQMD Rule 1113.

The emissions calculated by CalEEMod are compared in Table 7 with the regional and localized air quality significance thresholds. Because the demolition and site preparation phases of construction, and the paving and architectural coating phases of construction are concurrent with each other, the maximum daily emissions shown in Table 7 for these concurrent phases have been added together to compare to the significance thresholds. As shown in Table 7, emissions associated with construction are below the significance thresholds for all construction phases and pollutants. Construction of the Project would be short-term and temporary. Thus, the emissions associated with construction would not result in a significant impact on the ambient air quality.

Odors due to Project construction could include diesel exhaust odors from the construction equipment and odors from paving of the parking lot and drive-thru areas. The residents living in the houses to the east of the Project site may detect these construction odors, but they will be short-term odors and will not be present when the Project is fully constructed. Project construction would not result in long-term emissions of any odor compounds that would cause a nuisance per SCAQMD Rule 402 or significant impact to nearby receptors. The impacts associated with Project construction are therefore not considered to be significant.

TABLE 7
ESTIMATED PROJECT CONSTRUCTION EMISSIONS

	Total Maximum Unmitigated Emissions (lbs/day)					
Season	**ROG/ VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer	3.65	28.2	21.2	0.050	4.75	2.52
Winter	3.65	28.3	21.2	0.050	4.75	2.52
Peak Day Emissions	**3.65**	**28.3**	**21.2**	**0.050**	**4.75**	**2.52**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod v. 2020.4.0, output attached in Attachment B.

SCAQMD has issued guidance on applying CalEEMod results to localized impact analyses (SCAQMD 2006). Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Table 8 provides the peak daily emissions by season. The peak emissions between the summer and winter seasons are compared to the localized significance thresholds (LSTs).

TABLE 8
LOCALIZED CONSTRUCTION EMISSIONS

	Peak Day Emissions (lbs/day)			
Season	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Summer	26.7	20.1	4.30	2.39
Winter	26.7	20.1	4.30	2.39
Peak Day Emissions	**26.7**	**20.1**	**4.30**	**2.39**
SCAQMD Localized Threshold	**128**	**953**	**7**	**5**
Significant Impact?	**No**	**No**	**No**	**No**

Source: SCAQMD 2009 for 2-acre project site in Source Receptor Area 9 (East San Gabriel Valley) at receptor distance of 25 m.

Daily construction emissions for NO_X, CO, PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD LSTs for any construction phase or concurrent phases.

Emissions of diesel particulate matter (DPM) associated with heavy-duty construction equipment are a TAC. The majority of heavy-duty equipment construction activity would occur from demolition and site preparation activity. Since $PM_{2.5}$ emissions from construction are well below the significance threshold, and since these are short-term emissions, the DPM emissions during construction are not expected to contribute to a significant health impact to sensitive receptors, exceeding the 10 in million cancer risk, the 1.0 chronic or acute hazard index, or the 0.5 cancer burden significance thresholds. The impacts from DPM and TACs from the Project are not considered to be significant. Therefore, the proposed Project would result in a less-than-significant impact related to sensitive receptors, due to localized construction emissions.

2.7 Operational Emission Impacts

The main operational impacts associated with the Project would be impacts associated with traffic. Minor impacts would be associated with energy use from lighting and area sources, such as landscaping equipment.

To address whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing air quality violation, the

emissions associated with Project-generated traffic and area sources were compared with the significance criteria. Daily trip rates from the traffic study were used in the CalEEMod model to estimate emissions from vehicles (LLG 2022). Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. For conservative purposes, emission factors representing the vehicle mix for 2024 were used to estimate emissions, as 2024 is assumed to be the first year of full operation. Based on the results of the EMFAC model for subsequent years, emissions would decrease on an annual basis from 2024 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC model. Therefore, the calculations are conservative. Emissions associated with energy and area sources were also estimated using the default assumptions in the CalEEMod model.

Non-default Operational assumptions in CalEEMod:

- Use Low VOC paint (non-residential interior and exterior), per Rule 1113; and
- Use Low VOC cleaning supplies.

Mobile source emissions are estimated based upon the traffic study's forecast of 1,696 average daily trips (ADT) for Chick-fil-A (LLG 2022). The daily rate of 1,696 trips has been entered into CalEEMod for weekdays and Saturdays, and Sunday trips have been set to 0 ADT, as Chick-fil-A restaurants are not open on Sundays.

Potential operational odors that may extend beyond the property boundary include car exhaust odors from the drive-thru area as cars wait in line while idling; cooking odors; and food waste odors. Car exhaust odors are typical for the area, which is directly adjacent to the I-10 freeway and the six-lane Santa Anita Avenue, so these odors would not present any additional nuisance to nearby residents. Food waste odors will be controlled by locating the waste bins inside a trash enclosure, keeping waste bins closed when not in use, and regular waste pickup. Cooking odors from the restaurant should also not be a nuisance to the nearby residents, with proper odor control measures in place, such as the use of a grease interceptor.

Table 9 presents the results of the operational emission estimates in lbs/day, considering the project's design features listed above, and a comparison with the significance criteria. The calculation assumed that the project would be constructed to 2019 Title 24 buildings standards.

TABLE 9 ESTIMATED PROJECT OPERATIONAL EMISSIONS						
Season	**Total Maximum Unmitigated Emissions (lbs/day)**					
	ROG/ VOC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer 2024	3.40	2.69	21.2	0.04	3.81	1.05
Winter 2024	3.21	2.86	21.6	0.04	3.81	1.05
Peak Day Emissions	**3.40**	**2.86**	**21.6**	**0.04**	**3.81**	**1.05**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod v. 2020.4.0, output attached in Attachment B.

Localized operational CalEEMod results do not include off-site mobile emissions per SCAQMD guidance (SCAQMD 2009). Table 10 shows that the operational emission rates would not exceed the LSTs for the nearest sensitive receptors in the Project vicinity.

TABLE 10 LOCALIZED OPERATIONAL EMISSIONS				
Emissions Source	**Peak Day Emissions (lbs/day)**			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Source	6.00E-05	0.007	2.00E-05	2.00E-05
Energy Consumption	0.30	0.25	0.02	0.02
Total	**0.30**	**0.26**	**0.02**	**0.02**
SCAQMD Localized Thresholds	**128**	**953**	**2**	**2**
Significant Impact?	**No**	**No**	**No**	**No**

Source: CalEEMod v. 2020.4.0, output attached in Attachment B.
Emissions in this table are the higher of the Summer and Winter emissions.
Source of SLTs: SCAQMD 2009

Daily operational emissions for NO_X, CO, PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD LSTs. Therefore, sensitive receptors would not be expected to be exposed to substantial pollutant concentrations during construction and operations of the

proposed Project and impacts would be less than significant, with no mitigation required.

Emissions generated by the proposed Project would be below emissions thresholds established in SCAQMD's *Air Quality Significance Thresholds* and would not be expected to result in significant air quality impacts. Therefore, the proposed Project would not conflict with the AQMP and would not conflict with or obstruct implementation of the AQMP.

With respect to the proposed Project's construction and operation-related air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act (FCAA) mandates. As such, the proposed Project would implement measures to comply with SCAQMD Rule 403 requirements. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed Project would comply with adopted 2016 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects throughout the Basin would be required to comply with these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2016 AQMP emissions control measures).

2.8 CO Hot Spots

The Project will result in a net change in traffic, from the current vacant lot use to the operation of a Chick-fil-A restaurant. According to the traffic study (LLG 2022), the Project's peak net traffic change is estimated to be about 108 vehicles/hr.

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated non-attainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions and not traffic congestion. In addition, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations (SCAQMD 2017). If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The 1992 Federal Attainment Plan for Carbon Monoxide (CARB 1992) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. In comparison, this Project's Traffic Analysis showed that the project would generate a maximum of 1,696 trips on the weekdays

(LLG 2022). Vehicles idling at the drive-thru would create similar emissions to vehicles sitting at intersections. As such, the volume of traffic associated with the Project would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality.

Since the operational emissions of PM_{10} and $PM_{2.5}$ are well below the localized significance thresholds set by SCAQMD, health risk impacts on sensitive receptors due to operations of the Project are not considered to be significant.

3.0 GREENHOUSE GAS STUDY

A greenhouse gas (GHG) analysis was performed to evaluate potential environmental impacts associated with the emissions of GHGs and the effects of global climate change with the proposed Project. This study analyzes the potential for climate change impacts associated with construction activity and operation of the proposed Project.

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: CO_2, CH_4, N_2O, chlorofluorocarbons (CFCs), HFCs, and SF_6.

Based upon the CARB California Greenhouse Gas Inventory, 2020 edition, (CARB 2020), California produced 425.3 million metric tons (MMT) CO_2 equivalent (CO_2e) in 2018. The major source of GHGs in California is transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions (CARB 2020).

California emissions result, in part, due to the geographic size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. CARB has projected statewide unregulated GHG emissions for the year 2020 to be 509 MMT CO_2e (CARB 2014). These projections are based on Business As Usual (BAU) conditions and represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual

changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (AEP 2021).

3.1 Consistency with Applicable GHG Reduction Plans and Policies

Demonstrating compliance with applicable GHG emissions reduction plans contributes to demonstrating less than significant impacts. The following section describes Project consistency with regulations and policies, showing the Project complies with or exceeds the performance-based standards included in the regulations outlined in the Climate Change Scoping Plan, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of El Monte Energy Action Plan. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

3.1.1 Climate Change Scoping Plan

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was adopted by the Legislature as the 2006 Global Warming Solutions Act (AB 32) and codified into law in Health and Safety Code (HSC) Division 25.5. Executive Order B30-15's goal to reduce GHG emissions to 40 percent below 1990 levels by 2030 was adopted by the Legislature in SB 32 and also codified into law in HSC Division 25.5.

In support of HSC Division 25.5, the State has promulgated specific laws and strategies aimed at GHG reductions applicable to the Project. The primary focus of many of the statewide and regional plans, policies and regulations is to address worldwide climate change. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the Project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the Project alone would not likely cause a direct physical change in the environment. According to the California Air Pollution Control Officers Association (CAPCOA), "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective." (CAPCOA 2008). It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone.

Table 11 contains a list of GHG-reducing strategies applicable to the Project. The analysis describes the consistency of the Project with these laws and strategies

outlined in the State's Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As discussed below, the Project would incorporate characteristics to reduce energy use, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions. The electricity/gas supplier for the Project is Southern California Edison (SCE).

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Energy		
California Renewables Portfolio Standard	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020.	**Consistent.** The Project would use electricity provided by SCE, which has committed to achieving 60 percent renewables by 2030. (SCE 2019)
California Renewables Portfolio Standard and SB 350	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	**Consistent.** The Project would use electricity provided by SCE, which is required to meet the 2050 performance standard. The Project would also meet or exceed the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code or applicable version at the time of building permit issuance.
Energy Independence and Security Act of 2007 (EISA)	EISA requires a phase-out of incandescent light bulbs between 2012 and 2014, resulting in approximately 25% greater efficiency for light bulbs. It requires approximately 200% greater efficiency, or similar energy savings, by 2020.	**Consistent.** This performance-based standard, combined with the 2019 Title 24 lighting efficiency standards serve to reduce the use of incandescent bulbs for the Project.

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Assembly Bill 1109	The Lighting Efficiency and Toxics Reduction Act (AB 1109) prohibits manufacturing specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018	**Consistent.** According to the CEC, energy savings from AB 1109 are achieved through codes and standards. As discussed above, the Project would meet or exceed the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code and the 2020 City of Los Angeles Green Building Code, or applicable version at the time of building permit issuance.
CCR, Title 24, Building Standards Code	Energy Efficiency Standards for Residential and Nonresidential Buildings	**Consistent.** The Project would meet or exceed the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code or applicable version at the time of building permit issuance. The Project would also incorporate energy efficiency measures.
California Green Building Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	**Consistent.** The Project would utilize energy efficiency appliances and equipment and would meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code, or applicable version at the time of building permit issuance and would install ENERGY STAR compliant appliances, including ENERGY STAR compliant bathroom fans.
	HVAC Systems will be designed to meet American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) standards.	**Consistent.** The Project would utilize energy efficiency HVAC Systems that would meet or exceed the applicable energy standards in ASHRAE Appendix G and the Title 24 Building Energy Efficiency Standards and CALGreen Code, or applicable version of these standards at the time of building permit issuance.
	Energy commissioning shall be performed for buildings larger than 10,000 square feet.	**Consistent.** This does not apply to the Project, as the building will only be 4,839 square feet. The Project would comply with the City's requirements and the CALGreen Code.

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN
GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
California Green Building Standards Code Requirements	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 13 or higher.	**Consistent.** The Project would meet or exceed the requirement of MERV 13 as part of its compliance with the City's requirements, and the CALGreen Code.
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code for the use of HFCs in HVAC systems.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	**Consistent.** The Project would meet this requirement by providing bicycle spaces/racks as part of its compliance with the City's requirements and the CALGreen Code.
	Stormwater Pollution Prevention Plan (SWPPP) required	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Wastewater usage shall be reduced by 20 percent compared to current California Building Standards.	**Consistent.** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires a minimum of 50 percent recycle or reuse of nonhazardous construction and demolition debris.	**Consistent.** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires documentation of types of waste recycled, diverted or reused.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
California Green Building Standards Code Requirements	Requires use of low VOC coatings consistent with AQMD Rule 1168.	**Consistent.** The Project would be consistent with this regulation and would meet or exceed the low VOC coating requirements.
	100 percent of vegetation, rocks, soils from land clearing shall be recycled or stockpiled on-site.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
SB 1368, CCR Title 20, Cap and Trade Program	GHG Emission Standard for baseload generation, prohibits any retail seller of electricity in CA from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	**Consistent.** The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. Therefore, GHG emissions associated with the Project's electricity usage per year would be covered by the Cap-and-Trade Program as SCE would be a covered entity.
Mobile Sources		
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	**Consistent.** The Project would be consistent with this regulation and would not conflict with implementation of the vehicle emissions standards. Mobile emissions associated with the Project reflect compliance with this regulation. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because GHG emissions would be lower as newer vehicles subject to this regulation become available. Mobile source emissions generated by the Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Low Carbon Fuel Standard (Executive Order S-01-07)	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels. This executive order establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020	**Consistent.** The Project would be consistent with this regulation and would not conflict with implementation of the transportation fuel standards. Mobile emissions associated with the project reflect compliance with this regulation. GHG emissions related to vehicular travel by the Project would benefit from this regulation and mobile source emissions generated by the Project would be reduced with implementation of LCFS consistent with reduction of GHG emissions under AB 32.
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	**Consistent.** The standards would apply to all vehicles used by employees and customers associated with the Project. The Project would meet the parking requirement for carpool and/or alternative-fueled vehicles as part of its compliance with the City's requirements and the CALGreen Code.

TABLE 11 **CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES**		
Sector/Source	**Category / Description**	**Consistency Analysis**
SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	**Consistent.** The Project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The Project would provide employment opportunities in close proximity to off-site residential where people can live and work and have access to modes of transportation that provide options for reducing reliance on automobiles and minimizing associated air pollutant emissions. The Project would meet the applicable requirements of CALGreen and the City of Los Angeles Green Building Code. The Project would also reduce VMT as a result of its urban infill location, with access to public transportation, a regional and local bus route adjacent to the Project Site, and its proximity to other destinations including off-site residential, retail, and entertainment.
Water		
CCR, Title 24	Title 24 includes water efficiency requirements for new residential and non-residential uses.	**Consistent.** See discussion under Title 24 Building Standards Code and California Green Building Standards Code Requirements above.

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN
GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Senate Bill X7-7	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment	**Consistent.** See discussion under Title 24 Building Standards Code and California Green Building Standards Code Requirements above.
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75 percent disposal reduction by the year 2020.	**Consistent.** GHG emissions related to solid waste generation from the Project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. The Project would be served by a solid waste collection and recycling service that include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with Citywide recycling targets. According to the County of Los Angeles Roadmap to a Sustainable Waste Management Future Annual Progress Report (October 2019), the County achieved a landfill diversion rate of approximately 68 percent in 2018 (County of LA 2019).

TABLE 11
CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Other Sources		
Climate Action Team (CAT) works to coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.	Reduce diesel-fueled commercial motor vehicle idling.	**Consistent.** The Project would be consistent with CARB's Air Toxics Control Measure 111 to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time.
	Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	**Consistent.** The Project would meet this requirement as part of its compliance with the County's waste diversion requirements and the CALGreen Code. The Project would be served by a solid waste collection and recycling service that include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with County recycling targets.
Climate Action Team (CAT) works to coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.	Plant five million trees in urban areas by 2020 to effect climate change emission reductions.	**Consistent.** The Project would provide appropriate landscaping on the Project Site, including vegetation and trees, where appropriate.
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	**Consistent.** The Project would utilize energy efficient appliances and equipment and would meet or exceed the energy standards in the 2019 Title 24 Building Energy Efficiency Standards and the CALGreen Code or applicable version at the time of building permit issuance.

TABLE 11 **CONSISTENCY WITH APPLICABLE CLIMATE CHANGE SCOPING PLAN GREENHOUSE GAS REDUCTION STRATEGIES**		
Sector/Source	**Category / Description**	**Consistency Analysis**
Climate Action Team (CAT) works to coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/commercial development along transit corridors, and implementing intelligent transportation systems.	**Consistent.** The Project would incorporate physical and operational Project characteristics that would reduce vehicle trips and VMT and encourage alternative modes of transportation for patrons and employees. The Project would reduce VMT as a result of its urban infill location, with a local and regional bus line adjacent to the Project Site, and its proximity to existing commercial and retail development, and off-site residential.
	Reduce energy use in private buildings.	**Consistent.** The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in the 2019 Title 24 Building Energy Efficiency Standards and the CALGreen Code or applicable version at the time of building permit issuance.

Furthermore, in addition to the Project's consistency with applicable GHG reduction laws and strategies, the Project would not conflict with the future anticipated statewide GHG reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels, as mandated by SB 32. These potential strategies include renewable resources for half of the State's electricity by 2030, increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting high-speed rail and other alternative transportation options, and use of high efficiency appliances, water heaters, and HVAC systems (CARB 2015).

The Project would benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources. As previously discussed, the utility provider for the Project, SCE, currently is ahead of pace to reach the 60 percent renewables portfolio standard (RPS) by 2030 (SCE 2019). The Project would use energy-efficient appliances and equipment, water efficient fixture that meet or exceed the energy standards in the 2019 Title 24 Building Energy Efficiency Standards and the CALGreen Code or applicable version at the time of building permit issuance. The Project would also benefit from statewide efforts towards increasing the fuel economy standards of vehicles.

3.1.2 SCAG 2020 RTP/SCS

Transportation-related GHG emissions would be the largest sector of emissions from the Project. This finding is consistent with the findings in regional plans, such as the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS), which recognizes that the transportation sector is the largest contributor to the State's GHG emissions. The purpose of the SCAG RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. In September 2020, SCAG formally adopted the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals.

At the regional level, the 2020 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Project's potential to conflict with the 2020 RTP/SCS, this section analyzes the Project's land use assumptions for consistency with those utilized by SCAG in its SCS. Table 12 contains a list of GHG-reducing actions and strategies that are applicable to the Project. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 12 demonstrates the Project's consistency with the Actions and Strategies set forth in the 2020 RTP/SCS. As discussed further below, the Project would be consistent with the goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2020 RTP/SCS.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Energy		
Connect SoCal Goal 1	Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This goal is directed toward SCAG as it relates to encouraging regional economic prosperity and global competitiveness and does not apply to individual development projects.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Connect SoCal Goal 2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project is located within a High-Quality Transit Area (HQTA), defined by the 2020-2045 RTP/SCS (SCAG 2021). The Project would facilitate bicycle utilization by providing bicycle spaces at the Project Site. The Project would locate restaurant uses within an area that has public transit and residential uses within walking distance. Additionally, the Project would not impair the City's or SCAG's ability to encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.
Connect SoCal Goal 3	Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This goal is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Goal 4	Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Project would enhance mobility and air quality by facilitating bicycle movements to the Project Site by providing bicycle parking spaces. The Project would locate a restaurant land use adjacent to existing commercial uses and off-site residential uses located within walking distance The Project Site is across the street from a local and regional bus stop and would be approximately 0.8 miles from the El Monte Metrolink Station. These features would reduce vehicle trips and VMT by encouraging walking and nonautomotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Connect SoCal Goal 5	Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project would reduce greenhouse gas emissions and improve air quality by concentrating new development within a HQTA, as discussed above. The Project would provide commercial use near transit, which would further encourage the use and productivity of the existing public transportation system. Also, the Project design features would reduce vehicle miles traveled and help to improve air quality in the region. In addition, the Project would meet or exceed the energy efficiency requirements of the Title 24, Part 6, California Energy Code.
Connect SoCal Goal 6	Support healthy and equitable communities.	**Consistent.** The Project would not impair SCAG's ability to provide a network of local community circulators that serve new HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit. The Project would locate a restaurant adjacent to an existing neighborhood commercial center and adjacent to a local and regional bus stop. The Project Site is also located by off-site residential uses. Thus, the Project would be readily accessible by transit, bicycles, or walking to employees and patrons.
Connect SoCal Goal 7	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Not Applicable.** This goal is directed toward SCAG as it relates to adapting to a changing climate and supporting an integrated regional development pattern and transportation network and does not apply to individual development projects.
Connect SoCal 8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** This policy about new technologies is directed toward SCAG and does not apply to individual development projects. The Project is located within close proximity to regional serving transit and provides bicycle parking facilities. Concentrating density near regional serving transit and providing bicycle parking facilities would provide employees of the Project alternative methods of transportation, therefore resulting in more efficient travel.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Connect SoCal Goal 9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** Although the Project is not a residential development, the Project is within an HQTA and is supported by mixed-use design with multiple transportation options, as discussed above.
Connect SoCal Goal 10	Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable.** The Project Site is located within a highly urbanized area and does not include natural and agricultural lands. This goal does not apply to the Project.
Connect SoCal Guiding Principle 1	Base transportation investments on adopted regional performance indicators and MAP-21/Fast Act regional targets.	**Not Applicable.** This principle regarding transportation investments is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Guiding Principle 2	Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable.** This principle regarding funding is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Guiding Principle 3	Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Not Applicable.** This principle regarding land use and growth strategies that recognize local input, promote sustainable transportation options, and supports equitable and adaptable communities is directed toward SCAG and does not apply to individual development projects. However, as previously discussed, the Project would be located within an HQTA that is supported by multiple transportation options and would include bicycle parking, which would promote sustainable transportation options such as walking, bicycling, and use of public transit.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Connect SoCal Guiding Principle 4	Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable.** This principle about encouraging investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use is primarily directed toward SCAG and does not apply to individual development projects. Notwithstanding, the Project is located within close proximity to regional serving transit and provides bicycle parking facilities. Concentrating density near regional serving transit and providing bicycle parking facilities would provide residents and employees of the Project alternative methods of transportation, therefore reducing the demand for single occupancy vehicle use.
Connect SoCal Guiding Principle 5	Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable.** This principle is directed toward SCAG and does not apply to individual development projects. However, as previously discussed above, the Project would be located near regional serving transit and would provide bicycle parking facilities. These features of the Project would provide residents and employees of the Project alternative modes of transportation such walking, bicycling, and use of public transit, which would result in improved air quality and reduced greenhouse gas emissions.
Connect SoCal Guiding Principle 6	Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This principle about monitoring progress on all aspects of the plan is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Guiding Principle 7	Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This principle is directed toward SCAG and does not apply to individual development projects.

TABLE 12
CONSISTENCY WITH APPLICABLE 2020 SCAG RTP/SCS ACTIONS & STRATEGIES

Actions/Strategies	Category / Description	Consistency Analysis
Connect SoCal Sustainable Communities Strategy 1	Focus Growth Near Destinations and Mobility Options.	**Consistent.** The Project is located within a High-Quality Transit Area (HQTA), defined by the 2020-2045 RTP/SCS (SCAG 2021). The Project would facilitate bicycle utilization by providing bicycle spaces at the Project Site. The Project would locate restaurant uses within an area that has public transit and residential uses within walking distance. Additionally, the Project would not impair the City's or SCAG's ability to encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.
Connect SoCal Sustainable Communities Strategy 2	Promote Diverse Housing Choices.	**Consistent.** Although the Project is not a residential development, the Project is within an HQTA and is supported by mixed-use design with multiple transportation options, as discussed above.
Connect SoCal Sustainable Communities Strategy 3	Leverage Technology Innovations	**Not Applicable.** This broad strategy is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Sustainable Communities Strategy 4	Support Implementation of Sustainability Policies	**Not Applicable.** This broad strategy is directed toward SCAG and does not apply to individual development projects.
Connect SoCal Sustainable Communities Strategy 5	Promote a Green Region.	**Not Applicable.** This broad strategy is directed toward SCAG and does not apply to individual development projects.

3.1.3 City of El Monte Energy Action Plan

The Project would be consistent with the City of El Monte Energy Action Plan (City of EM 2012). The Energy Action Plan (EAP) demonstrates the City's commitment to

increasing energy efficiency and reducing GHG emissions. The EAP identifies El Monte's long-term goals to achieve energy efficiency in the community.

TABLE 13
CONSISTENCY WITH CITY OF EL MONTE ENERGY ACTION PLAN

Policy	Category / Description	Consistency Analysis
Focus Area: Energy		
2.1 – Promote the use of energy-efficient appliances and equipment in businesses.	Energy efficient appliances and equipment will provide a reduction in GHG emissions.	**Consistent.** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of El Monte EAP. As a result, the Project would be consistent with City's EAP.
3.2 - Encourage the use of smart grid technology, energy management systems, and energy-efficient appliances and equipment in new buildings.	Energy efficient appliances and equipment will provide a reduction in GHG emissions.	**Consistent.** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of El Monte EAP. As a result, the Project would be consistent with City's EAP.
Focus Area: Water		
6.1 – Continue to leverage City resources and programs to encourage water conservation.	The City encourages general water conservation strategies and those that achieve the current building code standards.	**Consistent.** The Project would comply with the applicable requirements of the State of California Green Building Standards Code, the City of El Monte EAP, and the City of El Monte Ordinance 2861: drought response conservation plan (El Monte 2015). As a result, the Project would be consistent with the applicable short-term and long-term water conservation strategies.
6.2 - Encourage use of water-conserving landscaping practices.	The City of El Monte enacted Ordinance 2861, effective June 1, 2015, amending the Drought Response Conservation Plan of Title 14 (Sustainable Development). The ordinance was established to comply with the 25% reduction in overall potable urban water use statewide. The ordinance places restrictions on sprinklers and irrigation systems.	**Consistent.** The Project would comply with the applicable requirements of the State of California Green Building Standards Code, the City of El Monte EAP, and the City of El Monte Ordinance 2861: drought response conservation plan (El Monte 2015). As a result, the Project would be consistent with the applicable short-term and long-term water conservation strategies.

3.1.4 GHG Threshold

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year CO_2e (SCAQMD 2008). In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO_2e for all land use projects (SCAQMD 2010). Because the City of El Monte does not have a Climate Action Plan in place, this 3,000 MT/year recommendation has been used as a numerical guideline for this analysis.

3.2 Greenhouse Gas Methodology and Results

3.2.1 Construction GHG Impacts

Construction of the proposed Project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. Pursuant to SCAQMD Guidance, total construction GHG emissions, resulting from the Project, are amortized over 30 years and added to operational GHG emissions (SCAQMD 2008). Complete CalEEMod GHG modeling for construction, results and assumptions are included in Attachment C.

Construction activity is assumed to occur over a period of 24 weeks beginning in September 2023 and concluding in February 2024. Based on CalEEMod results, construction activity for the Project would generate an estimated 118 metric tons of CO_2e, as shown in Table 14. Amortized over a 30-year period (the assumed life of the Project), construction of the proposed Project would generate 3.92 metric tons (MT) of CO_2e per year.

TABLE 14
ESTIMATED CONSTRUCTION GHG EMISSIONS

Construction Year	Annual Emissions (MT/yr)			
	CO_2	CH_4	N_2O[1]	CO_2e
2023	103	1.82E-02	1.83E-03	104
2024	13.6	2.74E-03	1.00E-04	13.7
Total Construction CO_2e:				**118**
Total Construction CO_2e (Amortized over 30 years):				**3.92**

Source: CalEEMod v.2020.4.0, output attached in Attachment C.

3.3 Operational GHG Impacts

Operational GHG emissions are long-term emissions related to energy use, solid waste, water use, and transportation. Each source is discussed below and includes the emissions associated with existing development and the anticipated emissions that would result from the proposed Project.

Area Emissions

Emissions from landscaping equipment, architectural coatings, and household consumer products are considered area sources. Estimated annual GHG emissions from area sources for the Project would be less than 1 MT CO_2e.

Energy Use

Operation of onsite development would consume both electricity and natural gas (see Attachment C for CalEEMod results). The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. Natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod. The overall energy use at the Project site would result in approximately 101 metric tons of CO_2e per year.

Water Use Emissions

The CalEEMod results indicate that the Project would use approximately 1.37 million gallons of water per year. Based on the amount of electricity generated to supply and convey this amount of water, the Project would generate approximately 4.89 metric tons of CO_2e per year.

Solid Waste Emissions

For solid waste generated onsite, the CalEEMod results indicate that the Project would result in approximately 9.8 metric tons of CO_2e per year associated with solid waste disposed within landfills.

Mobile Source Emissions

Mobile source GHG emissions were estimated using the average daily trips calculated by CalEEMod for the proposed Project. The Project would generate approximately 534 metric tons of CO_2e associated with new vehicle trips.

Operational GHG emissions are presented in Table 15 below.

TABLE 15 ESTIMATED OPERATIONAL GHG EMISSIONS				
	Annual Emissions (MT/yr)			
Emissions Source	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area	0.002	0	0	0.002
Energy	100	0.005	0.002	101
Mobile	523	0.051	0.032	534
Waste	3.96	0.234	0.000	9.81
Water	3.53	0.042	0.001	4.89
			Total Operational CO_2e:	**649**

Source: CalEEMod v.2020.4.0, output attached in Attachment C.

Total operational GHG emissions associated with the Project are estimated to be 649 MT CO_2e on an annual basis.

3.4 Combined Construction and Operational GHG Impacts

Table 16 shows the combined net new construction, operational, and mobile GHG emissions associated with the proposed Project. As discussed above, temporary emissions associated with construction activity are amortized over 30 years (the anticipated life of the Project).

TABLE 16 COMBINED ANNUAL GREENHOUSE GAS EMISSIONS	
Parameter	**Annual CO_2e Emissions (Metric Tons CO_2e)**
Construction (amortized)	3.92
Operational	649
Total	**653**
SCAQMD GHG Threshold	**3,000**
Exceeds Threshold?	**No**

See Attachment C for annual CalEEMod emission results files.

With standard conditions and mitigation measures incorporated, the proposed Project would not generate emissions that exceed SCAQMD-recommended CEQA thresholds for GHG impacts.

4.0 CONCLUSIONS

The Project-specific evaluation presented in the preceding analysis demonstrates that short-term emissions from construction of the Project are below all applicable SCAQMD regional daily thresholds of significance and LSTs. Therefore, air quality emissions from Project construction, as well as cumulative impacts with Project construction, are considered less than significant.

Emissions of all criteria pollutants from Project operation are below all applicable daily thresholds of significance. Thus, the Project would not conflict with plans, violate an air quality standard, or contribute to an existing or projected violation, result in a cumulatively considerable increase in ozone or particulate matter emissions or expose receptors to substantial pollutant concentrations. The Project is expected to be consistent with the 2016 AQMP, since the pollutants emitted due to construction and operation would not exceed the SCAQMD daily thresholds or cause a significant impact on air quality. Therefore, air quality emissions from Project operation are considered less than significant.

Based on the greenhouse gas analysis, the Project would neither conflict nor interfere with the state's implementation of SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030. The Project will yield 653 MT CO_2e on an annual basis, which is below the SCAQMD recommended numerical threshold of 3,000 MT/yr. The Project will be consistent with the applicable emission reduction strategies and measures. Therefore, the Project would result in less than significant cumulative GHG impacts.

5.0 REFERENCES

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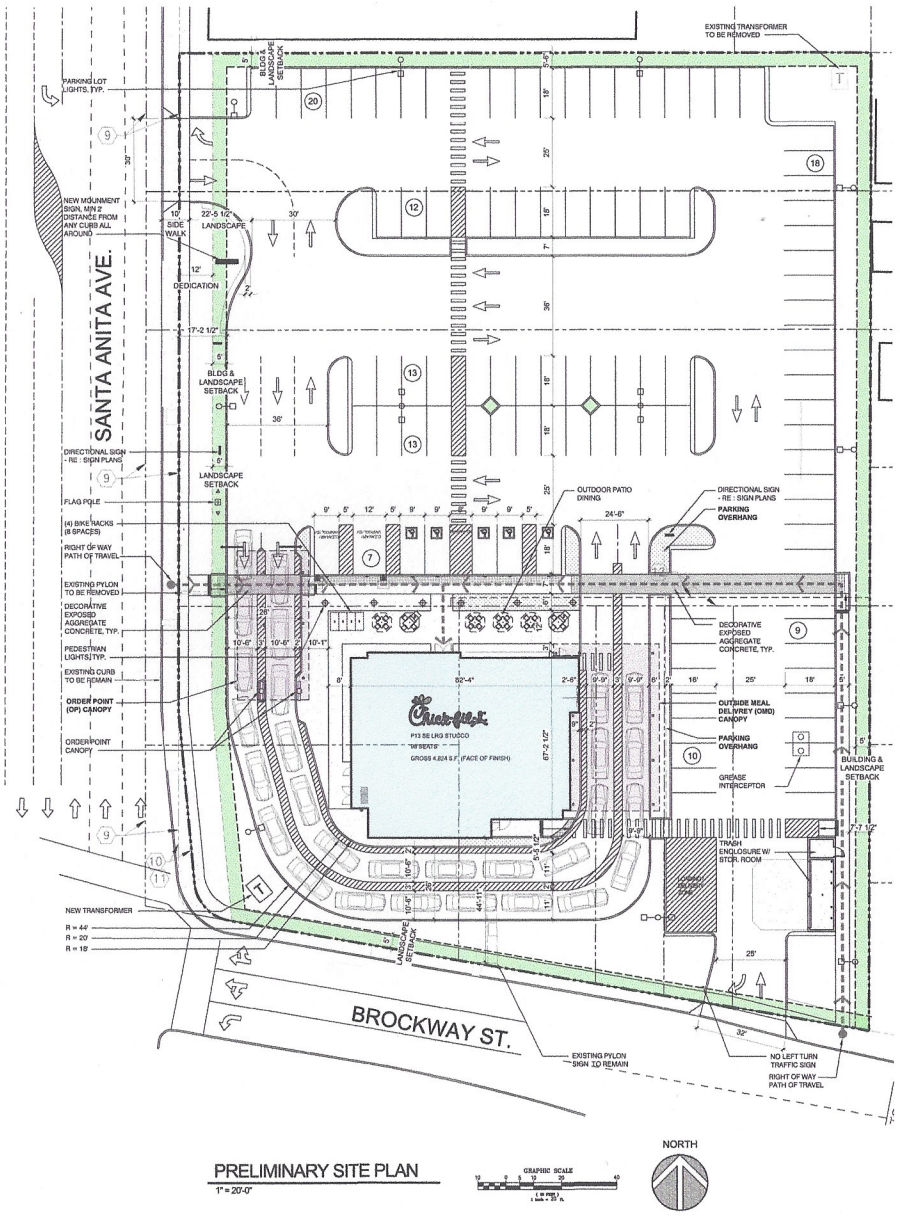
ATTACHMENT A

PRELIMINARY SITE PLAN



PRELIMINARY SITE PLAN

1" = 20'-0"

GRAPHIC SCALE

NORTH

SITE & BUILDING INFORMATION

ADDRESS:	3342, 3358 & 3352 SANTA ANITA AVENUE AND 10623 BROCKWAY AVENUE EL MONTE, CA 91731
APN:	8579-005-003 (AFFECTS PARCEL 7) 8579-005-024 (AFFECTS PARCEL 6) 8579-005-025 (AFFECTS PARCELS 1 AND 2) 8579-005-026 (AFFECTS PARCEL 4) 8579-005-027 (AFFECTS PARCEL 5) 8579-005-028 (AFFECTS PARCEL 3)
LEGAL DESCRIPTION:	SEE SP-1A
ZONING:	C-3 GENERAL COMMERCIAL
OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLER:	YES
CONSTRUCTION TYPE:	V-B
MAXIMUM BUILDING HEIGHT:	40 FT
PROPOSED BUILDING HEIGHT:	21 FT - 1/2 IN
SITE AREA:	82,344 S.F.
PROPOSED BUILDING AREA:	4,824 S.F.
PROPOSED TRASH ENCL AREA:	340 S.F.
PROPOSED OUTSIDE MEAL DELIVERY CANOPY:	1,890 S.F.
FAR:	0.059
INTERIOR SEATS:	104
OUTDOOR SEATS:	24
LANDSCAPE AREA (% OF SITE):	16,470 (20%)
BUILDING SETBACK:	N: 5' COMMERCIAL S: 0' N/A E: 5' RESIDENTIAL W: 7' SANTA ANITA
LANDSCAPE SETBACK:	N: 5' COMMERCIAL S: 0' N/A E: 5' RESIDENTIAL W: 7' SANTA ANITA

PARKING CALCULATION

TOTAL PARKING SPACES REQUIRED:	37
BASIS:	1 SPACE / 150 S.F.
BUILDING AREA:	4,824 / 150 = 33
OUTDOOR SEATING AREA:	578 / 150 = 4
TOTAL PARKING SPACES PROVIDED:	102
STANDARD SPACES:	95
ACCESSIBLE SPACES:	5
EV SPACES:	2
TOTAL SHORT-TERM BICYCLE SPACE REQUIRED:	NOT SPECIFIED
TOTAL SHORT-TERM BICYCLE SPACE PROVIDED:	8
TOTAL LONG-TERM BICYCLE SPACE REQUIRED:	NOT SPECIFIED
TOTAL LONG-TERM BICYCLE SPACE PROVIDED:	0
TOTAL CAR STACK SPACES PROVIDED:	29

LEGEND

- PROPOSED LANDSCAPE AREA:
- NEW CONC. SIDEWALK
- PROPERTY LINE:
- PROPOSED CANOPY AREA
- NEW CONC. CURB:
- PATH OF TRAVEL
- NUMBER OF PARKING SPACES: (X)

LEGAL DESCRIPTION

SEE SP-1A

EASEMENT NOTES

09 AN EASEMENT AFFECTING THE PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES, CONDEMNED BY FINAL DECREE

10 AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 4, 1966 AS INSTRUMENT NO. 3821 OF OFFICIAL RECORDS.

11 AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 4, 1966 AS INSTRUMENT NO. 3822 OF OFFICIAL RECORDS.

12 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 28, 1979 AS INSTRUMENT NO. 954660 OF OFFICIAL RECORDS.

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NEC SANTA ANITAAND BROCKWAY,
EL MONTE, CA

FSR# 04098

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
01	05/17/21	Pre-App Submittal
02	07/19/21	CUP Submittal
03	10/20/21	CUP Resubmittal
04	01/28/22	CUP Resubmittal
05	06/16/22	CUP Resubmittal

ARCHITECT'S PROJECT # 18-208
PRINTED FOR CUP Resubmittal
DATE 06-16-22
DRAWN BY YC

SHEET: PRELIMINARY SITE PLAN

SHEET NUMBER: SP-1

CUP RESUBMITTAL

01 January 2000

ATTACHMENT B

CALEEMOD MODEL OUTPUTS – DAILY EMISSIONS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Chick-Fil-A El Monte Santa Anita

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	61.46	1000sqft	1.78	61,458.00	0
Fast Food Restaurant with Drive Thru	4.84	1000sqft	0.11	4,839.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total parcel: 82,344 sqft. 4,839 sqft of building, 16,047 sqft of landscaping. Parking lot acreage is remaining area (61,458).

Construction Phase - Construction phasing provided by client

Trips and VMT - Per Client info

Demolition - 580 cy of demolished concrete and/or asphaltic concrete, conservatively assumed at 4,050 lb/cy.

Grading - 690 CY cut, 370 CY fill, for 320 CY of export. Total site SF 82,344, or 1.89 acres; assume grading entire area.

Architectural Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Vehicle Trips - Traffic study: Chick-fil-A trips/day: 1,696. Chick-Fil-A is not open on Sundays.

Area Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Off-road Equipment Mitigation -

Area Mitigation - Project must comply with SCAQMD Rule 1113 Coatings.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,420.00	242.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_Nonresidential_Exterior	2420	242
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	200.00	68.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	9.00
tblConstructionPhase	NumDays	2.00	10.00
tblGrading	AcresOfGrading	9.00	1.89
tblGrading	AcresOfGrading	9.38	1.89
tblGrading	MaterialExported	0.00	320.00
tblLandUse	LandUseSquareFeet	61,460.00	61,458.00
tblLandUse	LandUseSquareFeet	4,840.00	4,839.00
tblLandUse	LotAcreage	1.41	1.78
tblVehicleTrips	ST_TR	616.12	350.50
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	WD_TR	470.95	350.50

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.6984	28.1857	21.2293	0.0500	8.4207	1.1959	9.6166	3.4165	1.1109	4.5274	0.0000	4,927.2817	4,927.2817	1.1737	0.1206	4,992.5523
2024	3.6459	11.5186	13.5865	0.0267	0.3834	0.4546	0.8380	0.1033	0.4386	0.5418	0.0000	2,483.4391	2,483.4391	0.4143	0.0367	2,503.0454
Maximum	**3.6459**	**28.1857**	**21.2293**	**0.0500**	**8.4207**	**1.1959**	**9.6166**	**3.4165**	**1.1109**	**4.5274**	**0.0000**	**4,927.2817**	**4,927.2817**	**1.1737**	**0.1206**	**4,992.5523**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.6984	28.1857	21.2293	0.0500	3.5510	1.1959	4.7470	1.4043	1.1109	2.5153	0.0000	4,927.2817	4,927.2817	1.1737	0.1206	4,992.5523
2024	3.6459	11.5186	13.5865	0.0267	0.3834	0.4546	0.8380	0.1033	0.4386	0.5418	0.0000	2,483.4391	2,483.4391	0.4143	0.0367	2,503.0454
Maximum	**3.6459**	**28.1857**	**21.2293**	**0.0500**	**3.5510**	**1.1959**	**4.7470**	**1.4043**	**1.1109**	**2.5153**	**0.0000**	**4,927.2817**	**4,927.2817**	**1.1737**	**0.1206**	**4,992.5523**

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	55.31	0.00	46.58	57.17	0.00	39.69	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
Mobile	3.2411	2.3865	20.9259	0.0375	3.7617	0.0297	3.7914	1.0024	0.0276	1.0300		3,824.4476	3,824.4476	0.3432	0.2144	3,896.9277
Total	**3.4017**	**2.6859**	**21.1842**	**0.0393**	**3.7617**	**0.0525**	**3.8142**	**1.0024**	**0.0504**	**1.0528**		**4,183.7101**	**4,183.7101**	**0.3502**	**0.2210**	**4,258.3259**

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	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
Mobile	3.2411	2.3865	20.9259	0.0375	3.7617	0.0297	3.7914	1.0024	0.0276	1.0300		3,824.4476	3,824.4476	0.3432	0.2144	3,896.9277
Total	**3.4017**	**2.6859**	**21.1842**	**0.0393**	**3.7617**	**0.0525**	**3.8142**	**1.0024**	**0.0504**	**1.0528**		**4,183.7101**	**4,183.7101**	**0.3502**	**0.2210**	**4,258.3259**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2023	9/19/2023	5	10	
2	Site Preparation	Site Preparation	9/6/2023	9/19/2023	5	10	
3	Grading	Grading	9/20/2023	10/2/2023	5	9	
4	Building Construction	Building Construction	10/4/2023	1/5/2024	5	68	
5	Paving	Paving	1/8/2024	1/19/2024	5	10	
6	Architectural Coating	Architectural Coating	2/7/2024	2/20/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.89

Acres of Grading (Grading Phase): 1.89

Acres of Paving: 1.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,259; Non-Residential Outdoor: 242; Striped Parking Area: 3,687 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	116.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5133	0.0000	2.5133	0.3805	0.0000	0.3805			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**2.5133**	**0.6766**	**3.1900**	**0.3805**	**0.6328**	**1.0133**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	0.0250	1.3973	0.3930	6.6300e-003	0.2029	0.0106	0.2135	0.0556	0.0101	0.0658		729.0142	729.0142	0.0405	0.1158	764.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4560	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		128.6470	128.6470	3.1200e-003	2.9400e-003	129.6006
Total	**0.0665**	**1.4252**	**0.8490**	**7.9000e-003**	**0.3482**	**0.0114**	**0.3596**	**0.0942**	**0.0109**	**0.1050**		**857.6612**	**857.6612**	**0.0437**	**0.1188**	**894.1421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

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					0.9802	0.0000	0.9802	0.1484	0.0000	0.1484			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.9802**	**0.6766**	**1.6568**	**0.1484**	**0.6328**	**0.7812**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	0.0250	1.3973	0.3930	6.6300e-003	0.2029	0.0106	0.2135	0.0556	0.0101	0.0658		729.0142	729.0142	0.0405	0.1158	764.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4560	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		128.6470	128.6470	3.1200e-003	2.9400e-003	129.6006
Total	**0.0665**	**1.4252**	**0.8490**	**7.9000e-003**	**0.3482**	**0.0114**	**0.3596**	**0.0942**	**0.0109**	**0.1050**		**857.6612**	**857.6612**	**0.0437**	**0.1188**	**894.1421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4698	0.0000	5.4698	2.9181	0.0000	2.9181			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**5.4698**	**0.5074**	**5.9771**	**2.9181**	**0.4668**	**3.3849**		**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0255	0.0171	0.2806	7.8000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		79.1674	79.1674	1.9200e-003	1.8100e-003	79.7542
Total	**0.0255**	**0.0171**	**0.2806**	**7.8000e-004**	**0.0894**	**5.0000e-004**	**0.0899**	**0.0237**	**4.6000e-004**	**0.0242**		**79.1674**	**79.1674**	**1.9200e-003**	**1.8100e-003**	**79.7542**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

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					2.1332	0.0000	2.1332	1.1381	0.0000	1.1381			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**2.1332**	**0.5074**	**2.6406**	**1.1381**	**0.4668**	**1.6049**	**0.0000**	**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0255	0.0171	0.2806	7.8000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		79.1674	79.1674	1.9200e-003	1.8100e-003	79.7542
Total	**0.0255**	**0.0171**	**0.2806**	**7.8000e-004**	**0.0894**	**5.0000e-004**	**0.0899**	**0.0237**	**4.6000e-004**	**0.0242**		**79.1674**	**79.1674**	**1.9200e-003**	**1.8100e-003**	**79.7542**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2488	0.0000	6.2488	3.3349	0.0000	3.3349			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**6.2488**	**0.6044**	**6.8532**	**3.3349**	**0.5560**	**3.8909**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	9.5800e-003	0.5354	0.1506	2.5400e-003	0.0777	4.0600e-003	0.0818	0.0213	3.8800e-003	0.0252		279.3158	279.3158	0.0155	0.0444	292.9278
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0214	0.3508	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		98.9593	98.9593	2.4000e-003	2.2600e-003	99.6928
Total	**0.0415**	**0.5568**	**0.5014**	**3.5200e-003**	**0.1895**	**4.6900e-003**	**0.1942**	**0.0510**	**4.4600e-003**	**0.0554**		**378.2750**	**378.2750**	**0.0179**	**0.0466**	**392.6205**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

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					2.4370	0.0000	2.4370	1.3006	0.0000	1.3006			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.4370**	**0.6044**	**3.0414**	**1.3006**	**0.5560**	**1.8566**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	9.5800e-003	0.5354	0.1506	2.5400e-003	0.0777	4.0600e-003	0.0818	0.0213	3.8800e-003	0.0252		279.3158	279.3158	0.0155	0.0444	292.9278
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0214	0.3508	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		98.9593	98.9593	2.4000e-003	2.2600e-003	99.6928
Total	**0.0415**	**0.5568**	**0.5014**	**3.5200e-003**	**0.1895**	**4.6900e-003**	**0.1942**	**0.0510**	**4.4600e-003**	**0.0554**		**378.2750**	**378.2750**	**0.0179**	**0.0466**	**392.6205**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0122	0.3993	0.1572	2.0000e-003	0.0704	2.3300e-003	0.0728	0.0203	2.2200e-003	0.0225		215.6340	215.6340	7.2500e-003	0.0312	225.1179
Worker	0.0894	0.0600	0.9822	2.7400e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		277.0859	277.0859	6.7200e-003	6.3300e-003	279.1398
Total	**0.1016**	**0.4593**	**1.1394**	**4.7400e-003**	**0.3834**	**4.0900e-003**	**0.3875**	**0.1033**	**3.8400e-003**	**0.1071**		**492.7199**	**492.7199**	**0.0140**	**0.0376**	**504.2577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0122	0.3993	0.1572	2.0000e-003	0.0704	2.3300e-003	0.0728	0.0203	2.2200e-003	0.0225		215.6340	215.6340	7.2500e-003	0.0312	225.1179
Worker	0.0894	0.0600	0.9822	2.7400e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		277.0859	277.0859	6.7200e-003	6.3300e-003	279.1398
Total	**0.1016**	**0.4593**	**1.1394**	**4.7400e-003**	**0.3834**	**4.0900e-003**	**0.3875**	**0.1033**	**3.8400e-003**	**0.1071**		**492.7199**	**492.7199**	**0.0140**	**0.0376**	**504.2577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0119	0.4011	0.1546	1.9700e-003	0.0704	2.3300e-003	0.0728	0.0203	2.2300e-003	0.0225		212.5319	212.5319	7.2500e-003	0.0308	221.8955
Worker	0.0834	0.0536	0.9147	2.6600e-003	0.3130	1.6800e-003	0.3147	0.0830	1.5500e-003	0.0846		268.9857	268.9857	6.0800e-003	5.8900e-003	270.8936
Total	**0.0953**	**0.4547**	**1.0693**	**4.6300e-003**	**0.3834**	**4.0100e-003**	**0.3874**	**0.1033**	**3.7800e-003**	**0.1071**		**481.5176**	**481.5176**	**0.0133**	**0.0367**	**492.7892**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

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	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0119	0.4011	0.1546	1.9700e-003	0.0704	2.3300e-003	0.0728	0.0203	2.2300e-003	0.0225		212.5319	212.5319	7.2500e-003	0.0308	221.8955
Worker	0.0834	0.0536	0.9147	2.6600e-003	0.3130	1.6800e-003	0.3147	0.0830	1.5500e-003	0.0846		268.9857	268.9857	6.0800e-003	5.8900e-003	270.8936
Total	**0.0953**	**0.4547**	**1.0693**	**4.6300e-003**	**0.3834**	**4.0100e-003**	**0.3874**	**0.1033**	**3.7800e-003**	**0.1071**		**481.5176**	**481.5176**	**0.0133**	**0.0367**	**492.7892**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0843**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0387	0.0249	0.4247	1.2400e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.8862	124.8862	2.8200e-003	2.7400e-003	125.7721
Total	**0.0387**	**0.0249**	**0.4247**	**1.2400e-003**	**0.1453**	**7.8000e-004**	**0.1461**	**0.0385**	**7.2000e-004**	**0.0393**		**124.8862**	**124.8862**	**2.8200e-003**	**2.7400e-003**	**125.7721**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0843**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0387	0.0249	0.4247	1.2400e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.8862	124.8862	2.8200e-003	2.7400e-003	125.7721
Total	**0.0387**	**0.0249**	**0.4247**	**1.2400e-003**	**0.1453**	**7.8000e-004**	**0.1461**	**0.0385**	**7.2000e-004**	**0.0393**		**124.8862**	**124.8862**	**2.8200e-003**	**2.7400e-003**	**125.7721**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**3.6280**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0115	0.1960	5.7000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		57.6398	57.6398	1.3000e-003	1.2600e-003	58.0486
Total	**0.0179**	**0.0115**	**0.1960**	**5.7000e-004**	**0.0671**	**3.6000e-004**	**0.0674**	**0.0178**	**3.3000e-004**	**0.0181**		**57.6398**	**57.6398**	**1.3000e-003**	**1.2600e-003**	**58.0486**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

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	3.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**3.6280**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0115	0.1960	5.7000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		57.6398	57.6398	1.3000e-003	1.2600e-003	58.0486
Total	**0.0179**	**0.0115**	**0.1960**	**5.7000e-004**	**0.0671**	**3.6000e-004**	**0.0674**	**0.0178**	**3.3000e-004**	**0.0181**		**57.6398**	**57.6398**	**1.3000e-003**	**1.2600e-003**	**58.0486**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2411	2.3865	20.9259	0.0375	3.7617	0.0297	3.7914	1.0024	0.0276	1.0300		3,824.4476	3,824.4476	0.3432	0.2144	3,896.9277
Unmitigated	3.2411	2.3865	20.9259	0.0375	3.7617	0.0297	3.7914	1.0024	0.0276	1.0300		3,824.4476	3,824.4476	0.3432	0.2144	3,896.9277

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,696.42	1,696.42	0.00	1,530,250	1,530,250
Parking Lot	0.00	0.00	0.00		
Total	1,696.42	1,696.42	0.00	1,530,250	1,530,250

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
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

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	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
NaturalGas Unmitigated	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					
Fast Food Restaurant with Drive Thru	3053.61	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
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		**0.0329**	**0.2994**	**0.2515**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**		**359.2480**	**359.2480**	**6.8900e-003**	**6.5900e-003**	**361.3828**

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					
Fast Food Restaurant with Drive Thru	3.05361	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
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		**0.0329**	**0.2994**	**0.2515**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**		**359.2480**	**359.2480**	**6.8900e-003**	**6.5900e-003**	**361.3828**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Unmitigated	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	9.4400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.2000e-004	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	**0.1276**	**6.0000e-005**	**6.7600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0145**	**0.0145**	**4.0000e-005**		**0.0155**

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	9.4400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.2000e-004	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	**0.1276**	**6.0000e-005**	**6.7600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0145**	**0.0145**	**4.0000e-005**		**0.0155**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Landscaping

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Chick-Fil-A El Monte Santa Anita

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	61.46	1000sqft	1.78	61,458.00	0
Fast Food Restaurant with Drive Thru	4.84	1000sqft	0.11	4,839.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total parcel: 82,344 sqft. 4,839 sqft of building, 16,047 sqft of landscaping. Parking lot acreage is remaining area (61,458).

Construction Phase - Construction phasing provided by client

Trips and VMT - Per Client info

Demolition - 580 cy of demolished concrete and/or asphaltic concrete, conservatively assumed at 4,050 lb/cy.

Grading - 690 CY cut, 370 CY fill, for 320 CY of export. Total site SF 82,344, or 1.89 acres; assume grading entire area.

Architectural Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Vehicle Trips - Traffic study: Chick-fil-A trips/day: 1,696. Chick-Fil-A is not open on Sundays.

Area Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Off-road Equipment Mitigation -

Area Mitigation - Project must comply with SCAQMD Rule 1113 Coatings.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,420.00	242.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_Nonresidential_Exterior	2420	242
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	4.00	9.00
tblConstructionPhase	NumDays	200.00	68.00
tblGrading	AcresOfGrading	9.00	1.89
tblGrading	AcresOfGrading	9.38	1.89
tblGrading	MaterialExported	0.00	320.00
tblLandUse	LandUseSquareFeet	61,460.00	61,458.00
tblLandUse	LandUseSquareFeet	4,840.00	4,839.00
tblLandUse	LotAcreage	1.41	1.78
tblVehicleTrips	ST_TR	616.12	350.50
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	WD_TR	470.95	350.50

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7005	28.2565	21.1650	0.0499	8.4207	1.1959	9.6167	3.4165	1.1109	4.5274	0.0000	4,916.0433	4,916.0433	1.1737	0.1210	4,981.4386
2024	3.6470	11.5435	13.5050	0.0266	0.3834	0.4546	0.8380	0.1033	0.4386	0.5419	0.0000	2,468.2304	2,468.2304	0.4143	0.0371	2,487.9683
Maximum	**3.6470**	**28.2565**	**21.1650**	**0.0499**	**8.4207**	**1.1959**	**9.6167**	**3.4165**	**1.1109**	**4.5274**	**0.0000**	**4,916.0433**	**4,916.0433**	**1.1737**	**0.1210**	**4,981.4386**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7005	28.2565	21.1650	0.0499	3.5510	1.1959	4.7470	1.4043	1.1109	2.5153	0.0000	4,916.0433	4,916.0433	1.1737	0.1210	4,981.4386
2024	3.6470	11.5435	13.5050	0.0266	0.3834	0.4546	0.8380	0.1033	0.4386	0.5419	0.0000	2,468.2304	2,468.2304	0.4143	0.0371	2,487.9683
Maximum	**3.6470**	**28.2565**	**21.1650**	**0.0499**	**3.5510**	**1.1959**	**4.7470**	**1.4043**	**1.1109**	**2.5153**	**0.0000**	**4,916.0433**	**4,916.0433**	**1.1737**	**0.1210**	**4,981.4386**

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	55.31	0.00	46.58	57.17	0.00	39.69	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
Mobile	3.0519	2.5650	21.3261	0.0359	3.7617	0.0298	3.7914	1.0024	0.0277	1.0301		3,657.8067	3,657.8067	0.3659	0.2239	3,733.6766
Total	**3.2125**	**2.8644**	**21.5844**	**0.0377**	**3.7617**	**0.0525**	**3.8142**	**1.0024**	**0.0504**	**1.0528**		**4,017.0692**	**4,017.0692**	**0.3728**	**0.2305**	**4,095.0749**

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	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
Mobile	3.0519	2.5650	21.3261	0.0359	3.7617	0.0298	3.7914	1.0024	0.0277	1.0301		3,657.8067	3,657.8067	0.3659	0.2239	3,733.6766
Total	**3.2125**	**2.8644**	**21.5844**	**0.0377**	**3.7617**	**0.0525**	**3.8142**	**1.0024**	**0.0504**	**1.0528**		**4,017.0692**	**4,017.0692**	**0.3728**	**0.2305**	**4,095.0749**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2023	9/19/2023	5	10	
2	Site Preparation	Site Preparation	9/6/2023	9/19/2023	5	10	
3	Grading	Grading	9/20/2023	10/2/2023	5	9	
4	Building Construction	Building Construction	10/4/2023	1/5/2024	5	68	
5	Paving	Paving	1/8/2024	1/19/2024	5	10	
6	Architectural Coating	Architectural Coating	2/7/2024	2/20/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.89

Acres of Grading (Grading Phase): 1.89

Acres of Paving: 1.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,259; Non-Residential Outdoor: 242; Striped Parking Area: 3,687 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	116.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5133	0.0000	2.5133	0.3805	0.0000	0.3805			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**2.5133**	**0.6766**	**3.1900**	**0.3805**	**0.6328**	**1.0133**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	0.0233	1.4639	0.3987	6.6400e-003	0.2029	0.0106	0.2135	0.0556	0.0102	0.0658		729.8353	729.8353	0.0404	0.1160	765.3998
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4127	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		121.1816	121.1816	3.1600e-003	3.1200e-003	122.1894
Total	**0.0671**	**1.4944**	**0.8114**	**7.8400e-003**	**0.3482**	**0.0114**	**0.3596**	**0.0942**	**0.0109**	**0.1051**		**851.0169**	**851.0169**	**0.0436**	**0.1191**	**887.5892**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

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					0.9802	0.0000	0.9802	0.1484	0.0000	0.1484			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.9802**	**0.6766**	**1.6568**	**0.1484**	**0.6328**	**0.7812**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

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	0.0233	1.4639	0.3987	6.6400e-003	0.2029	0.0106	0.2135	0.0556	0.0102	0.0658		729.8353	729.8353	0.0404	0.1160	765.3998
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4127	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		121.1816	121.1816	3.1600e-003	3.1200e-003	122.1894
Total	**0.0671**	**1.4944**	**0.8114**	**7.8400e-003**	**0.3482**	**0.0114**	**0.3596**	**0.0942**	**0.0109**	**0.1051**		**851.0169**	**851.0169**	**0.0436**	**0.1191**	**887.5892**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4698	0.0000	5.4698	2.9181	0.0000	2.9181			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**5.4698**	**0.5074**	**5.9771**	**2.9181**	**0.4668**	**3.3849**		**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0270	0.0187	0.2540	7.4000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		74.5733	74.5733	1.9500e-003	1.9200e-003	75.1935
Total	**0.0270**	**0.0187**	**0.2540**	**7.4000e-004**	**0.0894**	**5.0000e-004**	**0.0899**	**0.0237**	**4.6000e-004**	**0.0242**		**74.5733**	**74.5733**	**1.9500e-003**	**1.9200e-003**	**75.1935**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

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					2.1332	0.0000	2.1332	1.1381	0.0000	1.1381			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**2.1332**	**0.5074**	**2.6406**	**1.1381**	**0.4668**	**1.6049**	**0.0000**	**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0270	0.0187	0.2540	7.4000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		74.5733	74.5733	1.9500e-003	1.9200e-003	75.1935
Total	**0.0270**	**0.0187**	**0.2540**	**7.4000e-004**	**0.0894**	**5.0000e-004**	**0.0899**	**0.0237**	**4.6000e-004**	**0.0242**		**74.5733**	**74.5733**	**1.9500e-003**	**1.9200e-003**	**75.1935**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2488	0.0000	6.2488	3.3349	0.0000	3.3349			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**6.2488**	**0.6044**	**6.8532**	**3.3349**	**0.5560**	**3.8909**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	8.9400e-003	0.5609	0.1528	2.5400e-003	0.0777	4.0700e-003	0.0818	0.0213	3.8900e-003	0.0252		279.6304	279.6304	0.0155	0.0444	293.2566
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0234	0.3175	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		93.2166	93.2166	2.4300e-003	2.4000e-003	93.9918
Total	**0.0426**	**0.5843**	**0.4702**	**3.4600e-003**	**0.1895**	**4.7000e-003**	**0.1942**	**0.0510**	**4.4700e-003**	**0.0554**		**372.8470**	**372.8470**	**0.0179**	**0.0468**	**387.2485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

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					2.4370	0.0000	2.4370	1.3006	0.0000	1.3006			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.4370**	**0.6044**	**3.0414**	**1.3006**	**0.5560**	**1.8566**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	8.9400e-003	0.5609	0.1528	2.5400e-003	0.0777	4.0700e-003	0.0818	0.0213	3.8900e-003	0.0252		279.6304	279.6304	0.0155	0.0444	293.2566
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0234	0.3175	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		93.2166	93.2166	2.4300e-003	2.4000e-003	93.9918
Total	**0.0426**	**0.5843**	**0.4702**	**3.4600e-003**	**0.1895**	**4.7000e-003**	**0.1942**	**0.0510**	**4.4700e-003**	**0.0554**		**372.8470**	**372.8470**	**0.0179**	**0.0468**	**387.2485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0116	0.4191	0.1623	2.0100e-003	0.0704	2.3400e-003	0.0728	0.0203	2.2400e-003	0.0225		216.0239	216.0239	7.2100e-003	0.0313	225.5319
Worker	0.0944	0.0656	0.8889	2.5800e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		261.0065	261.0065	6.8100e-003	6.7100e-003	263.1771
Total	**0.1060**	**0.4847**	**1.0511**	**4.5900e-003**	**0.3834**	**4.1000e-003**	**0.3875**	**0.1033**	**3.8600e-003**	**0.1071**		**477.0304**	**477.0304**	**0.0140**	**0.0380**	**488.7090**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0116	0.4191	0.1623	2.0100e-003	0.0704	2.3400e-003	0.0728	0.0203	2.2400e-003	0.0225		216.0239	216.0239	7.2100e-003	0.0313	225.5319
Worker	0.0944	0.0656	0.8889	2.5800e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		261.0065	261.0065	6.8100e-003	6.7100e-003	263.1771
Total	**0.1060**	**0.4847**	**1.0511**	**4.5900e-003**	**0.3834**	**4.1000e-003**	**0.3875**	**0.1033**	**3.8600e-003**	**0.1071**		**477.0304**	**477.0304**	**0.0140**	**0.0380**	**488.7090**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0113	0.4210	0.1596	1.9800e-003	0.0704	2.3400e-003	0.0728	0.0203	2.2400e-003	0.0225		212.9225	212.9225	7.2100e-003	0.0309	222.3095
Worker	0.0883	0.0586	0.8282	2.5100e-003	0.3130	1.6800e-003	0.3147	0.0830	1.5500e-003	0.0846		253.3865	253.3865	6.1700e-003	6.2500e-003	255.4025
Total	**0.0997**	**0.4796**	**0.9878**	**4.4900e-003**	**0.3834**	**4.0200e-003**	**0.3874**	**0.1033**	**3.7900e-003**	**0.1071**		**466.3090**	**466.3090**	**0.0134**	**0.0371**	**477.7121**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

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	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0113	0.4210	0.1596	1.9800e-003	0.0704	2.3400e-003	0.0728	0.0203	2.2400e-003	0.0225		212.9225	212.9225	7.2100e-003	0.0309	222.3095
Worker	0.0883	0.0586	0.8282	2.5100e-003	0.3130	1.6800e-003	0.3147	0.0830	1.5500e-003	0.0846		253.3865	253.3865	6.1700e-003	6.2500e-003	255.4025
Total	**0.0997**	**0.4796**	**0.9878**	**4.4900e-003**	**0.3834**	**4.0200e-003**	**0.3874**	**0.1033**	**3.7900e-003**	**0.1071**		**466.3090**	**466.3090**	**0.0134**	**0.0371**	**477.7121**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0843**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0272	0.3845	1.1600e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		117.6437	117.6437	2.8700e-003	2.9000e-003	118.5797
Total	**0.0410**	**0.0272**	**0.3845**	**1.1600e-003**	**0.1453**	**7.8000e-004**	**0.1461**	**0.0385**	**7.2000e-004**	**0.0393**		**117.6437**	**117.6437**	**2.8700e-003**	**2.9000e-003**	**118.5797**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0843**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0272	0.3845	1.1600e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		117.6437	117.6437	2.8700e-003	2.9000e-003	118.5797
Total	**0.0410**	**0.0272**	**0.3845**	**1.1600e-003**	**0.1453**	**7.8000e-004**	**0.1461**	**0.0385**	**7.2000e-004**	**0.0393**		**117.6437**	**117.6437**	**2.8700e-003**	**2.9000e-003**	**118.5797**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**3.6280**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0189	0.0126	0.1775	5.4000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		54.2971	54.2971	1.3200e-003	1.3400e-003	54.7291
Total	**0.0189**	**0.0126**	**0.1775**	**5.4000e-004**	**0.0671**	**3.6000e-004**	**0.0674**	**0.0178**	**3.3000e-004**	**0.0181**		**54.2971**	**54.2971**	**1.3200e-003**	**1.3400e-003**	**54.7291**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

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	3.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**3.6280**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0189	0.0126	0.1775	5.4000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		54.2971	54.2971	1.3200e-003	1.3400e-003	54.7291
Total	**0.0189**	**0.0126**	**0.1775**	**5.4000e-004**	**0.0671**	**3.6000e-004**	**0.0674**	**0.0178**	**3.3000e-004**	**0.0181**		**54.2971**	**54.2971**	**1.3200e-003**	**1.3400e-003**	**54.7291**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0519	2.5650	21.3261	0.0359	3.7617	0.0298	3.7914	1.0024	0.0277	1.0301		3,657.8067	3,657.8067	0.3659	0.2239	3,733.6766
Unmitigated	3.0519	2.5650	21.3261	0.0359	3.7617	0.0298	3.7914	1.0024	0.0277	1.0301		3,657.8067	3,657.8067	0.3659	0.2239	3,733.6766

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,696.42	1,696.42	0.00	1,530,250	1,530,250
Parking Lot	0.00	0.00	0.00		
Total	1,696.42	1,696.42	0.00	1,530,250	1,530,250

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
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

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	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
NaturalGas Unmitigated	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828

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					
Fast Food Restaurant with Drive Thru	3053.61	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
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		**0.0329**	**0.2994**	**0.2515**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**		**359.2480**	**359.2480**	**6.8900e-003**	**6.5900e-003**	**361.3828**

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					
Fast Food Restaurant with Drive Thru	3.05361	0.0329	0.2994	0.2515	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.2480	359.2480	6.8900e-003	6.5900e-003	361.3828
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		**0.0329**	**0.2994**	**0.2515**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**		**359.2480**	**359.2480**	**6.8900e-003**	**6.5900e-003**	**361.3828**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Unmitigated	0.1277	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	9.4400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.2000e-004	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	**0.1276**	**6.0000e-005**	**6.7600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0145**	**0.0145**	**4.0000e-005**		**0.0155**

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	9.4400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.2000e-004	6.0000e-005	6.7600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	**0.1276**	**6.0000e-005**	**6.7600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0145**	**0.0145**	**4.0000e-005**		**0.0155**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Landscaping

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

ATTACHMENT C

CALEEMOD MODEL OUTPUTS – ANNUAL EMISSIONS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Chick-Fil-A El Monte Santa Anita

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	61.46	1000sqft	1.78	61,458.00	0
Fast Food Restaurant with Drive Thru	4.84	1000sqft	0.11	4,839.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total parcel: 82,344 sqft. 4,839 sqft of building, 16,047 sqft of landscaping. Parking lot acreage is remaining area (61,458).

Construction Phase - Construction phasing provided by client

Trips and VMT - Per Client info

Demolition - 580 cy of demolished concrete and/or asphaltic concrete, conservatively assumed at 4,050 lb/cy.

Grading - 690 CY cut, 370 CY fill, for 320 CY of export. Total site SF 82,344, or 1.89 acres; assume grading entire area.

Architectural Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Vehicle Trips - Traffic study: Chick-fil-A trips/day: 1,696. Chick-Fil-A is not open on Sundays.

Area Coating - Project buildings will be stucco; assume 10% exterior painting of default exterior area 2,420 sqft. Project must comply with SCAQMD Rule 1113 Coatings.

Chick-Fil-A El Monte Santa Anita - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Off-road Equipment Mitigation -

Area Mitigation - Project must comply with SCAQMD Rule 1113 Coatings.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,420.00	242.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_Nonresidential_Exterior	2420	242
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	4.00	9.00
tblConstructionPhase	NumDays	200.00	68.00
tblGrading	AcresOfGrading	9.00	1.89
tblGrading	AcresOfGrading	9.38	1.89
tblGrading	MaterialExported	0.00	320.00
tblLandUse	LandUseSquareFeet	61,460.00	61,458.00
tblLandUse	LandUseSquareFeet	4,840.00	4,839.00
tblLandUse	LotAcreage	1.41	1.78
tblVehicleTrips	ST_TR	616.12	350.50
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	WD_TR	470.95	350.50

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0708	0.5933	0.5783	1.2000e-003	0.0829	0.0251	0.1079	0.0355	0.0239	0.0594	0.0000	102.9273	102.9273	0.0182	1.8300e-003	103.9259
2024	0.0276	0.0645	0.0899	1.6000e-004	1.9800e-003	2.8500e-003	4.8400e-003	5.3000e-004	2.7000e-003	3.2300e-003	0.0000	13.5616	13.5616	2.7400e-003	1.0000e-004	13.6612
Maximum	**0.0708**	**0.5933**	**0.5783**	**1.2000e-003**	**0.0829**	**0.0251**	**0.1079**	**0.0355**	**0.0239**	**0.0594**	**0.0000**	**102.9273**	**102.9273**	**0.0182**	**1.8300e-003**	**103.9259**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0708	0.5933	0.5783	1.2000e-003	0.0414	0.0251	0.0664	0.0163	0.0239	0.0401	0.0000	102.9272	102.9272	0.0182	1.8300e-003	103.9258
2024	0.0276	0.0645	0.0899	1.6000e-004	1.9800e-003	2.8500e-003	4.8400e-003	5.3000e-004	2.7000e-003	3.2300e-003	0.0000	13.5616	13.5616	2.7400e-003	1.0000e-004	13.6612
Maximum	**0.0708**	**0.5933**	**0.5783**	**1.2000e-003**	**0.0414**	**0.0251**	**0.0664**	**0.0163**	**0.0239**	**0.0401**	**0.0000**	**102.9272**	**102.9272**	**0.0182**	**1.8300e-003**	**103.9258**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.91**	**0.00**	**36.80**	**53.33**	**0.00**	**30.70**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-6-2023**	**12-5-2023**	0.5416	0.5416
2	**12-6-2023**	**3-5-2024**	0.2061	0.2061
		Highest	0.5416	0.5416

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	0.0233	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	100.4255	100.4255	4.6000e-003	1.5100e-003	100.9902
Mobile	0.4651	0.4012	3.3276	5.6500e-003	0.5761	4.6400e-003	0.5807	0.1537	4.3100e-003	0.1581	0.0000	522.8452	522.8452	0.0512	0.0317	533.5581
Waste						0.0000	0.0000		0.0000	0.0000	11.3168	0.0000	11.3168	0.6688	0.0000	28.0368
Water						0.0000	0.0000		0.0000	0.0000	0.4661	3.5772	4.0433	0.0482	1.1700e-003	5.5954
Total	**0.4943**	**0.4559**	**3.3743**	**5.9800e-003**	**0.5761**	**8.7900e-003**	**0.5849**	**0.1537**	**8.4600e-003**	**0.1622**	**11.7828**	**626.8496**	**638.6325**	**0.7728**	**0.0343**	**668.1822**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.0233	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	100.4255	100.4255	4.6000e-003	1.5100e-003	100.9902
Mobile	0.4651	0.4012	3.3276	5.6500e-003	0.5761	4.6400e-003	0.5807	0.1537	4.3100e-003	0.1581	0.0000	522.8452	522.8452	0.0512	0.0317	533.5581
Waste						0.0000	0.0000		0.0000	0.0000	3.9609	0.0000	3.9609	0.2341	0.0000	9.8129
Water						0.0000	0.0000		0.0000	0.0000	0.4085	3.1261	3.5346	0.0422	1.0200e-003	4.8948
Total	**0.4943**	**0.4559**	**3.3743**	**5.9800e-003**	**0.5761**	**8.7900e-003**	**0.5849**	**0.1537**	**8.4600e-003**	**0.1622**	**4.3693**	**626.3985**	**630.7678**	**0.3321**	**0.0342**	**649.2577**

	ROG	NOx	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**	**62.92**	**0.07**	**1.23**	**57.02**	**0.44**	**2.83**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2023	9/19/2023	5	10	
2	Site Preparation	Site Preparation	9/6/2023	9/19/2023	5	10	
3	Grading	Grading	9/20/2023	10/2/2023	5	9	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	10/4/2023	1/5/2024	5	68	
5	Paving	Paving	1/8/2024	1/19/2024	5	10	
6	Architectural Coating	Architectural Coating	2/7/2024	2/20/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.89

Acres of Grading (Grading Phase): 1.89

Acres of Paving: 1.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,259; Non-Residential Outdoor: 242; Striped Parking Area: 3,687 (Architectural Coating – sqft)

OffRoad Equipment

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	116.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0126	0.0000	0.0126	1.9000e-003	0.0000	1.9000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3600e-003	0.0716	0.0673	1.2000e-004		3.3800e-003	3.3800e-003		3.1600e-003	3.1600e-003	0.0000	10.5433	10.5433	2.6700e-003	0.0000	10.6101
Total	**7.3600e-003**	**0.0716**	**0.0673**	**1.2000e-004**	**0.0126**	**3.3800e-003**	**0.0160**	**1.9000e-003**	**3.1600e-003**	**5.0600e-003**	**0.0000**	**10.5433**	**10.5433**	**2.6700e-003**	**0.0000**	**10.6101**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	7.3600e-003	1.9800e-003	3.0000e-005	1.0000e-003	5.0000e-005	1.0500e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	3.3083	3.3083	1.8000e-004	5.3000e-004	3.4695
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	2.1200e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5581	0.5581	1.0000e-005	1.0000e-005	0.5627
Total	**3.2000e-004**	**7.5200e-003**	**4.1000e-003**	**4.0000e-005**	**1.7100e-003**	**5.0000e-005**	**1.7700e-003**	**4.6000e-004**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**3.8664**	**3.8664**	**1.9000e-004**	**5.4000e-004**	**4.0323**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

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					4.9000e-003	0.0000	4.9000e-003	7.4000e-004	0.0000	7.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3600e-003	0.0716	0.0673	1.2000e-004		3.3800e-003	3.3800e-003		3.1600e-003	3.1600e-003	0.0000	10.5433	10.5433	2.6700e-003	0.0000	10.6101
Total	**7.3600e-003**	**0.0716**	**0.0673**	**1.2000e-004**	**4.9000e-003**	**3.3800e-003**	**8.2800e-003**	**7.4000e-004**	**3.1600e-003**	**3.9000e-003**	**0.0000**	**10.5433**	**10.5433**	**2.6700e-003**	**0.0000**	**10.6101**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	7.3600e-003	1.9800e-003	3.0000e-005	1.0000e-003	5.0000e-005	1.0500e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	3.3083	3.3083	1.8000e-004	5.3000e-004	3.4695
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	2.1200e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5581	0.5581	1.0000e-005	1.0000e-005	0.5627
Total	**3.2000e-004**	**7.5200e-003**	**4.1000e-003**	**4.0000e-005**	**1.7100e-003**	**5.0000e-005**	**1.7700e-003**	**4.6000e-004**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**3.8664**	**3.8664**	**1.9000e-004**	**5.4000e-004**	**4.0323**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0274	0.0000	0.0274	0.0146	0.0000	0.0146	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6700e-003	0.0621	0.0332	9.0000e-005		2.5400e-003	2.5400e-003		2.3300e-003	2.3300e-003	0.0000	7.5571	7.5571	2.4400e-003	0.0000	7.6182
Total	**5.6700e-003**	**0.0621**	**0.0332**	**9.0000e-005**	**0.0274**	**2.5400e-003**	**0.0299**	**0.0146**	**2.3300e-003**	**0.0169**	**0.0000**	**7.5571**	**7.5571**	**2.4400e-003**	**0.0000**	**7.6182**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.0000e-004	1.3100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3434	0.3434	1.0000e-005	1.0000e-005	0.3463
Total	**1.2000e-004**	**1.0000e-004**	**1.3100e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3434**	**0.3434**	**1.0000e-005**	**1.0000e-005**	**0.3463**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

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					0.0107	0.0000	0.0107	5.6900e-003	0.0000	5.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6700e-003	0.0621	0.0332	9.0000e-005		2.5400e-003	2.5400e-003		2.3300e-003	2.3300e-003	0.0000	7.5571	7.5571	2.4400e-003	0.0000	7.6182
Total	**5.6700e-003**	**0.0621**	**0.0332**	**9.0000e-005**	**0.0107**	**2.5400e-003**	**0.0132**	**5.6900e-003**	**2.3300e-003**	**8.0200e-003**	**0.0000**	**7.5571**	**7.5571**	**2.4400e-003**	**0.0000**	**7.6182**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.0000e-004	1.3100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3434	0.3434	1.0000e-005	1.0000e-005	0.3463
Total	**1.2000e-004**	**1.0000e-004**	**1.3100e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3434**	**0.3434**	**1.0000e-005**	**1.0000e-005**	**0.3463**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0281	0.0000	0.0281	0.0150	0.0000	0.0150	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-003	0.0651	0.0392	9.0000e-005		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.1468	8.1468	2.6300e-003	0.0000	8.2126
Total	**6.0000e-003**	**0.0651**	**0.0392**	**9.0000e-005**	**0.0281**	**2.7200e-003**	**0.0308**	**0.0150**	**2.5000e-003**	**0.0175**	**0.0000**	**8.1468**	**8.1468**	**2.6300e-003**	**0.0000**	**8.2126**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	2.5400e-003	6.8000e-004	1.0000e-005	3.4000e-004	2.0000e-005	3.6000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.1408	1.1408	6.0000e-005	1.8000e-004	1.1964
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.4700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3864	0.3864	1.0000e-005	1.0000e-005	0.3896
Total	**1.8000e-004**	**2.6500e-003**	**2.1500e-003**	**1.0000e-005**	**8.3000e-004**	**2.0000e-005**	**8.6000e-004**	**2.2000e-004**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**1.5272**	**1.5272**	**7.0000e-005**	**1.9000e-004**	**1.5860**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

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					0.0110	0.0000	0.0110	5.8500e-003	0.0000	5.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-003	0.0651	0.0392	9.0000e-005		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.1468	8.1468	2.6300e-003	0.0000	8.2126
Total	**6.0000e-003**	**0.0651**	**0.0392**	**9.0000e-005**	**0.0110**	**2.7200e-003**	**0.0137**	**5.8500e-003**	**2.5000e-003**	**8.3500e-003**	**0.0000**	**8.1468**	**8.1468**	**2.6300e-003**	**0.0000**	**8.2126**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	2.5400e-003	6.8000e-004	1.0000e-005	3.4000e-004	2.0000e-005	3.6000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.1408	1.1408	6.0000e-005	1.8000e-004	1.1964
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.4700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3864	0.3864	1.0000e-005	1.0000e-005	0.3896
Total	**1.8000e-004**	**2.6500e-003**	**2.1500e-003**	**1.0000e-005**	**8.3000e-004**	**2.0000e-005**	**8.6000e-004**	**2.2000e-004**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**1.5272**	**1.5272**	**7.0000e-005**	**1.9000e-004**	**1.5860**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0480	0.3689	0.3973	6.9000e-004		0.0162	0.0162		0.0157	0.0157	0.0000	57.2037	57.2037	9.7100e-003	0.0000	57.4466
Total	**0.0480**	**0.3689**	**0.3973**	**6.9000e-004**		**0.0162**	**0.0162**		**0.0157**	**0.0157**	**0.0000**	**57.2037**	**57.2037**	**9.7100e-003**	**0.0000**	**57.4466**

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	3.7000e-004	0.0132	5.0300e-003	6.0000e-005	2.1900e-003	7.0000e-005	2.2600e-003	6.3000e-004	7.0000e-005	7.0000e-004	0.0000	6.1667	6.1667	2.1000e-004	8.9000e-004	6.4382
Worker	2.7500e-003	2.1100e-003	0.0288	8.0000e-005	9.6800e-003	6.0000e-005	9.7300e-003	2.5700e-003	5.0000e-005	2.6200e-003	0.0000	7.5727	7.5727	1.9000e-004	1.9000e-004	7.6357
Total	**3.1200e-003**	**0.0153**	**0.0338**	**1.4000e-004**	**0.0119**	**1.3000e-004**	**0.0120**	**3.2000e-003**	**1.2000e-004**	**3.3200e-003**	**0.0000**	**13.7395**	**13.7395**	**4.0000e-004**	**1.0800e-003**	**14.0738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	0.0480	0.3689	0.3973	6.9000e-004		0.0162	0.0162		0.0157	0.0157	0.0000	57.2037	57.2037	9.7100e-003	0.0000	57.4465
Total	**0.0480**	**0.3689**	**0.3973**	**6.9000e-004**		**0.0162**	**0.0162**		**0.0157**	**0.0157**	**0.0000**	**57.2037**	**57.2037**	**9.7100e-003**	**0.0000**	**57.4465**

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	3.7000e-004	0.0132	5.0300e-003	6.0000e-005	2.1900e-003	7.0000e-005	2.2600e-003	6.3000e-004	7.0000e-005	7.0000e-004	0.0000	6.1667	6.1667	2.1000e-004	8.9000e-004	6.4382
Worker	2.7500e-003	2.1100e-003	0.0288	8.0000e-005	9.6800e-003	6.0000e-005	9.7300e-003	2.5700e-003	5.0000e-005	2.6200e-003	0.0000	7.5727	7.5727	1.9000e-004	1.9000e-004	7.6357
Total	**3.1200e-003**	**0.0153**	**0.0338**	**1.4000e-004**	**0.0119**	**1.3000e-004**	**0.0120**	**3.2000e-003**	**1.2000e-004**	**3.3200e-003**	**0.0000**	**13.7395**	**13.7395**	**4.0000e-004**	**1.0800e-003**	**14.0738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0277	0.0313	6.0000e-005		1.1300e-003	1.1300e-003		1.0900e-003	1.0900e-003	0.0000	4.5403	4.5403	7.6000e-004	0.0000	4.5592
Total	**3.5500e-003**	**0.0277**	**0.0313**	**6.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.0900e-003**	**1.0900e-003**	**0.0000**	**4.5403**	**4.5403**	**7.6000e-004**	**0.0000**	**4.5592**

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	3.0000e-005	1.0500e-003	3.9000e-004	0.0000	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.4824	0.4824	2.0000e-005	7.0000e-005	0.5037
Worker	2.0000e-004	1.5000e-004	2.1300e-003	1.0000e-005	7.7000e-004	0.0000	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.5835	0.5835	1.0000e-005	1.0000e-005	0.5881
Total	**2.3000e-004**	**1.2000e-003**	**2.5200e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**1.0659**	**1.0659**	**3.0000e-005**	**8.0000e-005**	**1.0917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0277	0.0313	6.0000e-005		1.1300e-003	1.1300e-003		1.0900e-003	1.0900e-003	0.0000	4.5403	4.5403	7.6000e-004	0.0000	4.5592
Total	**3.5500e-003**	**0.0277**	**0.0313**	**6.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.0900e-003**	**1.0900e-003**	**0.0000**	**4.5403**	**4.5403**	**7.6000e-004**	**0.0000**	**4.5592**

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	3.0000e-005	1.0500e-003	3.9000e-004	0.0000	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.4824	0.4824	2.0000e-005	7.0000e-005	0.5037
Worker	2.0000e-004	1.5000e-004	2.1300e-003	1.0000e-005	7.7000e-004	0.0000	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.5835	0.5835	1.0000e-005	1.0000e-005	0.5881
Total	**2.3000e-004**	**1.2000e-003**	**2.5200e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**1.0659**	**1.0659**	**3.0000e-005**	**8.0000e-005**	**1.0917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	2.3300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4200e-003**	**0.0293**	**0.0441**	**7.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.9800e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5418	0.5418	1.0000e-005	1.0000e-005	0.5461
Total	**1.9000e-004**	**1.4000e-004**	**1.9800e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5418**	**0.5418**	**1.0000e-005**	**1.0000e-005**	**0.5461**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	2.3300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4200e-003**	**0.0293**	**0.0441**	**7.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.9800e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5418	0.5418	1.0000e-005	1.0000e-005	0.5461
Total	**1.9000e-004**	**1.4000e-004**	**1.9800e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5418**	**0.5418**	**1.0000e-005**	**1.0000e-005**	**0.5461**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0181**	**6.0900e-003**	**9.0500e-003**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	9.0000e-005	6.0000e-005	9.1000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2501	0.2501	1.0000e-005	1.0000e-005	0.2520
Total	**9.0000e-005**	**6.0000e-005**	**9.1000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2501**	**0.2501**	**1.0000e-005**	**1.0000e-005**	**0.2520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

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	0.0172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.0181**	**6.0900e-003**	**9.0500e-003**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

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	9.0000e-005	6.0000e-005	9.1000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2501	0.2501	1.0000e-005	1.0000e-005	0.2520
Total	**9.0000e-005**	**6.0000e-005**	**9.1000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2501**	**0.2501**	**1.0000e-005**	**1.0000e-005**	**0.2520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4651	0.4012	3.3276	5.6500e-003	0.5761	4.6400e-003	0.5807	0.1537	4.3100e-003	0.1581	0.0000	522.8452	522.8452	0.0512	0.0317	533.5581
Unmitigated	0.4651	0.4012	3.3276	5.6500e-003	0.5761	4.6400e-003	0.5807	0.1537	4.3100e-003	0.1581	0.0000	522.8452	522.8452	0.0512	0.0317	533.5581

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,696.42	1,696.42	0.00	1,530,250	1,530,250
Parking Lot	0.00	0.00	0.00		
Total	1,696.42	1,696.42	0.00	1,530,250	1,530,250

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
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

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	40.9480	40.9480	3.4600e-003	4.2000e-004	41.1592
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	40.9480	40.9480	3.4600e-003	4.2000e-004	41.1592
NaturalGas Mitigated	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4775	59.4775	1.1400e-003	1.0900e-003	59.8310
NaturalGas Unmitigated	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4775	59.4775	1.1400e-003	1.0900e-003	59.8310

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					
Fast Food Restaurant with Drive Thru	1.11457e+006	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4775	59.4775	1.1400e-003	1.0900e-003	59.8310
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		**6.0100e-003**	**0.0546**	**0.0459**	**3.3000e-004**		**4.1500e-003**	**4.1500e-003**		**4.1500e-003**	**4.1500e-003**	**0.0000**	**59.4775**	**59.4775**	**1.1400e-003**	**1.0900e-003**	**59.8310**

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					
Fast Food Restaurant with Drive Thru	1.11457e+006	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4775	59.4775	1.1400e-003	1.0900e-003	59.8310
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		**6.0100e-003**	**0.0546**	**0.0459**	**3.3000e-004**		**4.1500e-003**	**4.1500e-003**		**4.1500e-003**	**4.1500e-003**	**0.0000**	**59.4775**	**59.4775**	**1.1400e-003**	**1.0900e-003**	**59.8310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	209384	37.1332	3.1300e-003	3.8000e-004	37.3248
Parking Lot	21510.3	3.8148	3.2000e-004	4.0000e-005	3.8344
Total		**40.9480**	**3.4500e-003**	**4.2000e-004**	**41.1592**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	209384	37.1332	3.1300e-003	3.8000e-004	37.3248
Parking Lot	21510.3	3.8148	3.2000e-004	4.0000e-005	3.8344
Total		**40.9480**	**3.4500e-003**	**4.2000e-004**	**41.1592**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0233	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003
Unmitigated	0.0233	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0215					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003
Total	**0.0233**	**1.0000e-005**	**8.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**0.0000**	**0.0000**	**1.7500e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0215					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7500e-003
Total	**0.0233**	**1.0000e-005**	**8.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**0.0000**	**0.0000**	**1.7500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Landscaping

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.5346	0.0422	1.0200e-003	4.8948
Unmitigated	4.0433	0.0482	1.1700e-003	5.5954

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.4691 / 0.0937725	4.0433	0.0482	1.1700e-003	5.5954
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0433**	**0.0482**	**1.1700e-003**	**5.5954**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.28752 / 0.077618	3.5346	0.0422	1.0200e-003	4.8948
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.5346**	**0.0422**	**1.0200e-003**	**4.8948**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.9609	0.2341	0.0000	9.8129
Unmitigated	11.3168	0.6688	0.0000	28.0368

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	55.75	11.3168	0.6688	0.0000	28.0368
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**11.3168**	**0.6688**	**0.0000**	**28.0368**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	19.5125	3.9609	0.2341	0.0000	9.8129
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**3.9609**	**0.2341**	**0.0000**	**9.8129**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied