APPENDIX B

Air Quality and Greenhouse Gas Technical Study

Selma Wilcox Project

Air Quality and Greenhouse Gas Emissions Technical Report

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1.0 INTRODUCTION

This Air Quality and Greenhouse Gas Technical Study describes the potential air quality and greenhouse gas (GHG) of the proposed residential development at 1550 N. Wilcox Avenue[1] in the City of Los Angeles (City) and evaluates the potential air quality and GHG impacts of the proposed project. This report has been prepared by Impact Sciences, Inc. to support the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both the temporary air quality and GHG impacts that would result from project construction and the long-term impacts associated with the operation of the project.

1.1 PROJECT LOCATION

The Project Site is located at 1550 N. Wilcox Avenue, 1552 N. Wilcox Avenue, and 6422 Selma Avenue within the Hollywood Community Plan Area in the City of Los Angeles. The site is bounded by Selma Ave. to the north, Wilcox Ave. and the Gilbert Hotel to the west, a car dealership and repair shop to the south, and commercial space to the east. The nearest transit facilities to the proposed project site are the Hollywood/Vine Metro B Line (Red) station located approximately 0.3 miles northeast of the project site; the Sunset Blvd./Wilcox Ave. bus station for Metro Bus Line 2 located 450 feet south of the site; and the Hollywood Blvd./Wilcox Ave. bus station for Metro Bus Lines 217, 212, and 22 as well as the DASH Hollywood Clockwise Bus Line located 0.14 miles north of the site.

See **Figure 1, Proposed Project Site.**

1.2 PROJECT DESCRIPTION

The Project Site is approximately 0.35 acres and is currently developed with a one-story commercial building currently occupied by a small business, and a one-story storage building which is vacant. The buildings were constructed in 1909 and 1925, respectively. The Project would demolish the existing one-story storage building, retain and refurbish the front third of the one-story commercial building fronting Selma Avenue, demolish the rest of the building, and construct a new 15-story multi-family residential building containing 45 4-bedroom residential units and 36 on-site parking spaces. The Proposed Project would rise to a maximum building height of approximately 180 feet and five inches (180'-5"), and would include a total square footage of approximately 67,599 square feet, with a Floor Area Ratio (FAR) of 4.5 to 1, providing twelve residential levels above two levels of at- and above-grade stacked parking, and ground-floor residential amenity space. A total of 15 percent of the proposed residential units (six units) would be designated as restricted affordable housing for Very Low Income Households. Parking will be provided

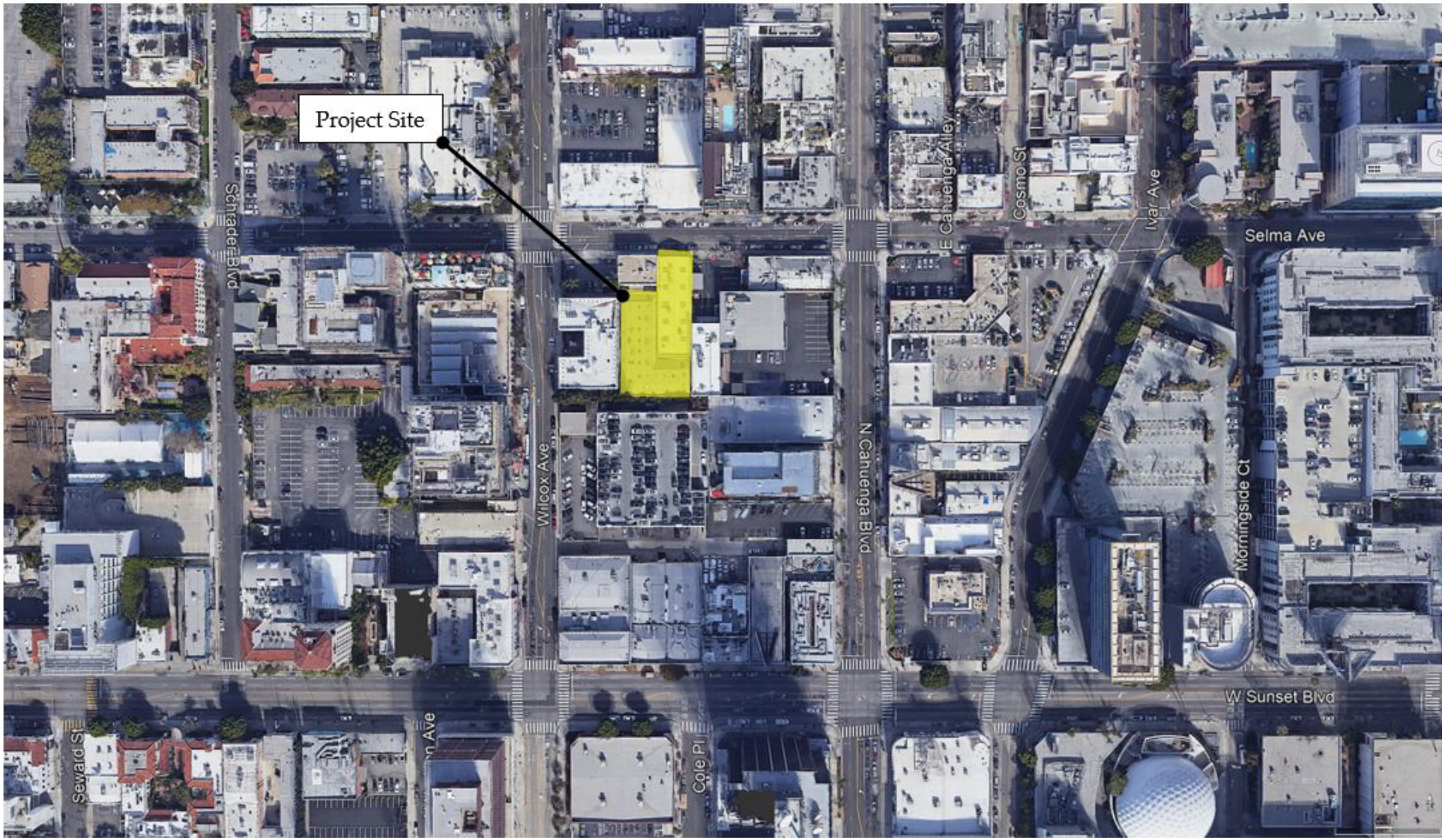
1 Other addresses associated with this project include 1552 N. Wilcox Ave. and 6422 Selma Ave.

on the lower two levels of the project site, accessed by one driveway along Selma Avenue. The parking lot would provide 36 residential parking spaces, accessible only from the ground floor and 13 offsite parking spaces will be provided for the adjacent 1540-1552 N. Wilcox Avenue property. Additionally, the Project will provide 48 long-term and 6 short-term residential bicycle parking spaces.

The site is zoned for Commercial Use (C4-2D) with a land use designation of Regional Center Commercial. The project site is surrounded by commercial space on all sides.

The project site will be developed with a series of water and energy efficiency features that will reduce air quality and GHG emissions. These include:

- Energy Star appliances;
- Low-flow water fixtures;
- Non-VOC paints and adhesives;
- Drought tolerant planting;
- High performance building envelopment.



SOURCE: Google Earth, 2021

FIGURE **1**

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Proposed Project Site

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2.0 AIR QUALITY

2.1 AIR QUALITY SETTING

South Coast Air Basin

South Coast Air Basin Characteristics

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The City of Los Angeles is located within the South Coast Air Basin (SCAB), which incorporates approximately 12,000 square miles consisting of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeters.

Temperature and Precipitation

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. It is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. This usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. The annual average temperature varies little throughout the SCAB region, ranging from the low 60s to the high 80s, measures in degrees Fahrenheit (F°). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climate feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentration of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Los Angeles.

Air Pollutants of Concern

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons such as children, pregnant women, and the elderly, from illness or discomfort. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter (PM2.5), particulate matter ten microns or less in diameter (PM10), and lead (Pb). Note that reactive organic gases (ROGs), which are also known as reactive organic compounds (ROCs) or volatile organic compounds (VOCs), and nitrogen oxide (NOx) are not classified as criteria pollutants. However, ROGs and NOx are widely emitted from land development projects and participate in photochemical reactions in the

atmosphere to form O_3; therefore, NOx and ROGs are relevant to the proposed project and are of concern in the air basin and are listed below along with the criteria pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 1, Criteria Pollutants Summary of Common Sources and Effects**.

Table 1
Criteria Pollutants Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuels is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include moto vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM10 & PM2.5)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant; aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA, Health Effects. Available: http://www.capcoa.org/health-effects/

2.2 AMBIENT AIR QUALITY

Criteria Air Pollutant Monitoring Data

Ambient air quality in Los Angeles can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and

projections in the vicinity of Los Angeles are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB regions maintains air quality monitoring stations which process ambient air quality measurements.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the SCAB. The monitoring station located closest to the proposed project site and most representative of air quality near the proposed project site is the Los Angeles – North Main Street station, located at 1630 North Main Street approximately 6.41 miles southeast of the project site. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered "generally" representative of ambient concentrations near the project site. The Los Angeles – North Main Street station monitors O_3, PM2.5, PM10, and NO_2, see **Table 2, Los Angeles – North Main Street Air Monitoring Station Ambient Pollutant Concentrations**.

Table 2
Los Angeles – North Main Street Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2018	2019	2020
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.098	0.085	0.185
Maximum 8-hour concentration monitored (ppm)		0.073	0.080	0.093
Number of days exceeding state 1-hour standard	0.09 ppm	2	2	14
Number of days exceeding federal/state 8-hour standard	0.070 ppm	4	2	22
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.070	0.070	0.062
Annual average concentration monitored (ppm)		0.018	0.018	0.017
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
RESPIRABLE PARTICULATE MATTER (PM_{10})				
Maximum 24-hour concentration monitored (µg/m³)		68.2	62.0	77.0
Annual average concentration monitored (µg/m³)		30.2	25.5	2.0
Number of samples exceeding state standard	50 µg/m³	31	3	24
Number of samples exceeding federal standard	150 µg/m³	0	0	0
FINE PARTICULATE MATTER ($PM_{2.5}$)				
Maximum 24-hour concentration monitored (µg/m³)		61.4	43.5	47.3
Annual average concentration monitored (µg/m³)		12.8	10.8	12.3
Number of samples exceeding federal standard	35 µg/m³	6	1	2

Source: California Air Resources Board, "Air Quality Data Statistics," http://www.arb.ca.gov/adam/. 2020.
SCAQMD. 2021. Air Quality South Coast Air Quality Management District, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year
NA = not available
[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).*

Pollutant	Standards[1]	Year 2018	2019	2020

[2] *The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.*

The attainment status for the SCAB region is included in **Table 3, Attainment Status of Criteria Pollutants in the South Coast Air Basin**. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SCAB region is designated as a nonattainment area for federal ozone, PM2.5, and lead standards and are designated as nonattainment for state ozone, PM10, and PM2.5 standards.

Table 3
Attainment Status of the South Coast Air Basin

Pollutant	State	Federal
Ozone (O_3)	Non-Attainment	Non-Attainment
Particulate Matter (PM10)	Non-Attainment	Attainment
Particulate Matter (PM2.5)	Non-Attainment	Non-Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Non-Attainment (Partial)[1]

Source: SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. naaqs-caaqs-feb2016.pdf, accessed March 2021.

[1] *The Los Angeles County portion of the Basin is designated as a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007-2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2015 period. The SCAQMD will request that the U.S. EPA re-designated the Los Angeles County portion of the Basin as attainment for lead.*

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.[2]

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particulates and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.[3]

Residential areas are considered sensitive receptors to air pollutions because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any

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2 California Air Resources Board. *CARB Identified Toxic Air Contaminants*. Available online at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants.

3 California Air Resources Board. *Sensitive Receptor Assessment*. Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment.

pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs.[4] As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Existing Health Risk

The Multiple Air Toxics Exposure Study IV (MATES IV) is a monitoring and evaluation study conducted by the SCAQMD in SCAB. The study is a follow up to previous air toxics studies within SCAB. The MATES IV study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. Applying OEHHA's most recent health risk methodology, the MATES IV study determined that the estimated population weighted risk is 897 per million and concluded that air toxics within the region had declined from previous studies.[5] Diesel particulate, which has substantially decreased from previous MATES studies, continues to be the dominating pollutant of concern that is driving up the background risk.

According to the SCAQMD, the background cancer risk near the project site is approximately 1,150 in one million, see **Figure 2, Background Cancer Risk**.

2.3 EXISTING LAND USE

The existing project site at 1550 N. Wilcox Avenue is a 25,770 square foot multi-story hotel in a regional center commercial area that has been renovated to serve as a dormitory for a nearby fashion school. The hotel will remain operational during project construction and operation. The hotel is not considered part of the proposed project. A 9,945 square foot detached garage sits behind the hotel building. The garage was built in 1925 and is currently vacant. As a result, the garage may generate some VOC from paint and other adhesives, but the impacts would be minor.

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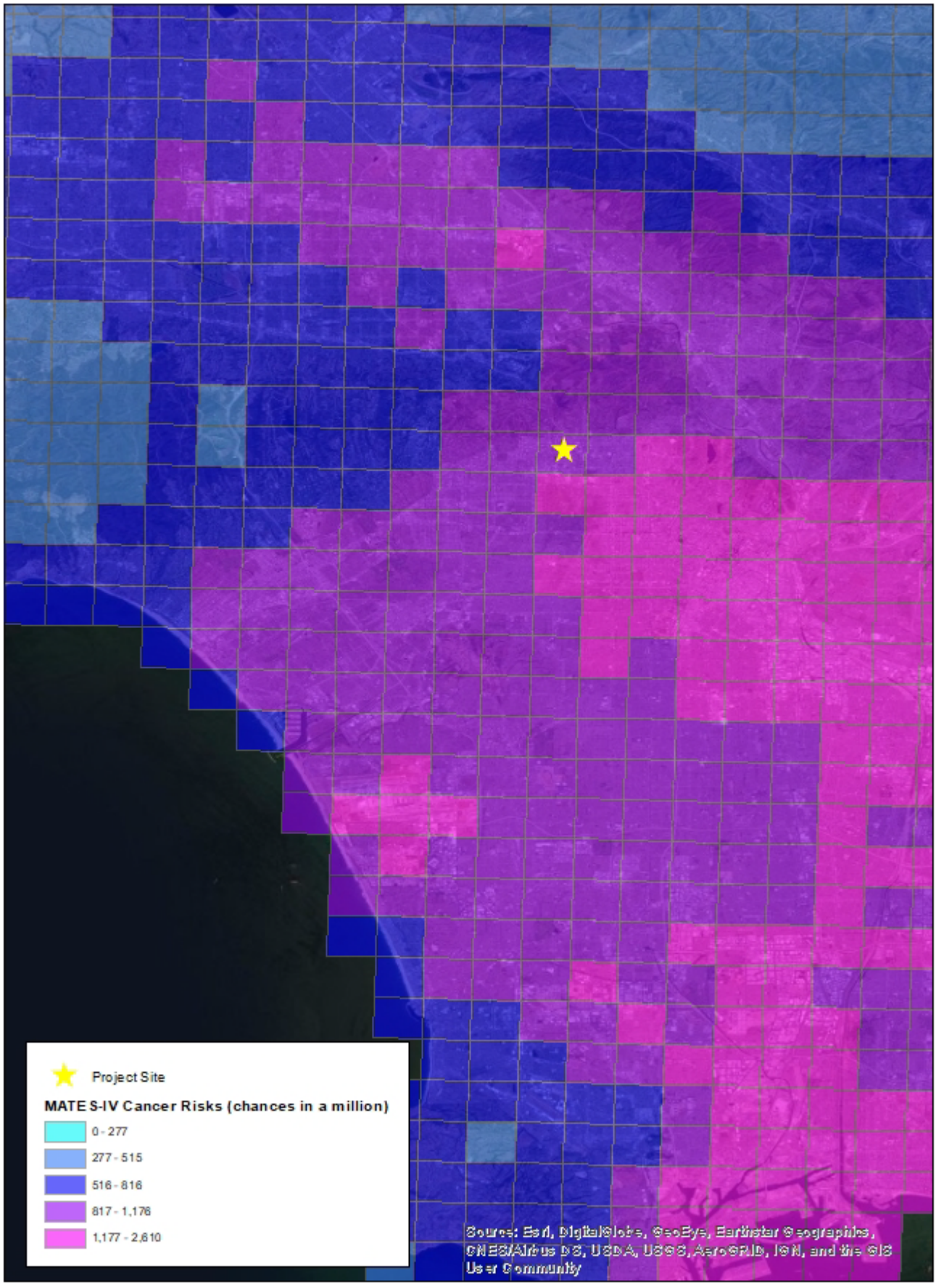
4 Office of Environmental Health Hazard Assessment and The American Lung Association of California. *Air Pollution and Children's Health*. Available online at: https://oehha.ca.gov/media/downloads/faqs/kidsair4-02.pdf.

5 South Coast Air Quality Management District. 2015. *Final Report Multiple Exposure Study in the South Coast Air Basin*. Available online at: https://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7.

The existing project site at 6422 Selma Avenue is a 6,522 square foot warehouse and office constructed in 1909. The warehouse and office at this site will generate criteria air pollutant emissions from worker and visitor vehicle trips to the site and diesel truck trips from vendors as well as building energy use. These emissions are quantified and evaluated in the discussion below, see **Impact 2**.



SOURCE: SCAQMD, 2018

FIGURE **2**

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Background Cancer Risk

2.4 Regulatory Framework

Federal

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designations. **Table 3** lists the federal attainment status of the SCAB for the criteria pollutants.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 187 substances are currently listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of the Maximum Achievable Control Technologies (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 problem is California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

National Ambient Air Quality Standards

The federal CAA required the U.S. EPA to establish NAAQS. The NAAQS set primary standards and secondary standards for specific air pollutants**.** Primary standards define limits for the intention of protecting public health, which include sensitive populations such as asthmatics, children, and the elderly. Secondary Standards define limits to protect public welfare to include protection against decreased visibility, damage to animals, crops, vegetation, and buildings. A summary of the federal ambient air quality standards is shown in **Table 4, National Ambient Air Quality Standards**.

Table 4
National Ambient Air Quality Standards

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon Monoxide		Primary	8 hours	9 ppm
			1 hour	35 ppm
Lead		Primary and secondary	Rolling 3-month average	0.15 µg/m^3
Nitrogen dioxide		Primary	1 hour	100 ppb
		Primary and secondary	Annual	0.053 ppm
Ozone		Primary and secondary	8 hours	0.070 ppm
Particulate Matter	PM2.5	Primary	Annual	12 µg/m^3
		Secondary	Annual	15 µg/m^3
		Primary and secondary	24 hours	35 µg/m^3
	PM10	Primary and secondary	24 hours	150 µg/m^3
Sulfur dioxide		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm

Source: California Air Resources Board. May 2016. Ambient Air Quality Standards. Available online at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed January 12, 2021.

State

California Clean Air Act of 1988

The California CAA of 1988 (CCAA) allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. The CCAA, amended in 1992, requires all air quality management districts (AQMDs) in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than national standards for the same pollutants and has also established state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles, for which there are no national standards. CARB also

conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California Ambient Air Quality Standards

The federal CAA permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than respective federal standards. California has also set standards for some pollutants that are not addressed by federal standards. The state standards for ambient air quality are summarized in **Table 5, California Ambient Air Quality Standards**.

Table 5
California Ambient Air Quality Standards

Pollutant		Averaging Time	Level
Carbon monoxide		8 hours	9 ppm
		1 hour	20 ppm
Lead		30-day average	1.5 µg/m^3
Nitrogen dioxide		1 hour	0.180 ppm
		Annual	0.030 ppm
Ozone		8 hours	0.070 ppm
		1 hour	0.09 ppm
Particulate matter	PM2.5	Annual	12 µg/m^3
	PM10	24 hours	50 µg/m^3
		Annual	20 µg/m^3
Sulfur dioxide		1 hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates		24 hours	25 µg/m^3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: California Air Resources Board. May 2016. Ambient Air Quality Standards. Available online at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed January 12, 2021.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas

violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The 2016 Air Quality Management Plan (2016 AQMP) is the SIP for SCAB. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SCAB and those portions of the Salton Sea Air Basin (SSAB) that are under the SCAQMD's jurisdictions. The 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnerships with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts is to reduce emissions from mobile sources. The AQMP relies on regional and multi-level partnerships of governmental agencies at the federal, state, regional, and local level. Those agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2016-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020-2045 RTP/SCS). However, the forecasts and measures in the plan have not been incorporated into any applicable air quality plan for the region.[6]

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics Program is supplemented by the Air Toxics "Hot Spots" program, which became law (AB 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics "Hot Spots" Information and Assessment Act (Section 44363 of the California

6 Southern California Association of Governments. *Adopted Final Connect SoCal* (2020-2045 RTP/SCS). Available online at: https://scag.ca.gov/read-plan-adopted-final-plan.

Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB 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.[7]

In March 2015, the OEHHA adopted "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments" in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes including greater age sensitivity in particular for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in greater mitigation requirements, more agency backlog, and increased difficulty in getting air permits. Regardless of the change in calculation methodology, actual emissions and cancer risk within South Coast Air Basin has declined by more than 50 percent since 2005.

The CARB provides a computer program, the Hot Spots Analysis and Reporting Program (HARP), to assist in a coherent and consistent preparation of an HRA. HARP2, an update to HARP, was released in March 2015. HARP2 has a more refined risk characterization in HRA and CEQA documents and incorporates the 2015 OEHHA Final Guidance.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the SCAB region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing

7 Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's Air Toxics Hot Spot Program Risk Assessment Guidelines. https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0.

permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

  - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-uses of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 445 (Wood-Burning Devices)** – The purpose of this rule is to reduce the emission of particulate matter from wood-burning devices and establish contingency measures for applicable ozone standards for the reduction of volatile organic compounds.

  The rule requires that any new residential or commercial development that begins construction on or after March 9, 2009 only install gaseous-fueled fireplaces and stoves.[8]

Local

Air Quality Element of the Los Angeles General Plan

The *Air Quality Element of the City of Los Angeles General Plan* (Air Quality Element) was adopted on November 24, 1992, and sets forth the goals, objectives and policies that guide the City in the implementation of its air quality improvement programs and strategies.[9] The Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of State and Federal air quality standards.

Relevant to the proposed project, the Air Quality Element establishes the following goals and policies aimed to reduce air quality emissions across the City of Los Angeles:

Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.

> **Objective 1.1.** It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.

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8 South Coast Air Quality Management District. 2019. *Rule 445 – Wood Burning Devices Local Government, Builder, Contractor, Architect Answers to Frequently Asked Questions (FAQs).* Available online at: http://www.aqmd.gov/docs/default-source/rule-book/support-documents/rule-445/detailed-rule-445-information.pdf.

9 City of Los Angeles Planning Department. 1992. *Air Quality Element*. Available online at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.

Policy 1.1.1. Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.

Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.1. Minimize particulate emissions from construction sites.

Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.2. It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.

Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.

Goal 3. Efficient management of transportation facilities and system infrastructure using cost effective system management and innovative demand management techniques.

Objective 3.2. It is the objective of the City of Los Angeles to reduce vehicular traffic during peak periods.

Policy 3.2.1. Manage traffic congestion during peak periods.

Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1. It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.

Policy 4.1.1. Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation, and air quality policies.

Policy 4.1.2. Ensure that project level review and approval of land use development remain at the local level.

Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.

Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.

Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 4.2.4. Require that air quality impacts to be a consideration in the review and approval of all discretionary projects.

Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

Hollywood Community Plan

The Hollywood Community Plan was released in 1988 and is currently being updated to account for the anticipated development to already urbanized areas of the Community Plan Area.[10] The draft of the Updated Community Plan was released in February 2021.[11] The plan area includes about 13,961 acres of the northern Mid-City section of Los Angeles. The eastern edge of the community plan borders the I-5, while the western edge abuts Cahuenga Pass, Bel Air, West Hollywood, and the City of Beverly Hills. To the south lies central Mid-City Los Angeles. The Hollywood Community Plan has a pattern of low-density residential uses, interspersed with minimal medium and high-density residential uses. The high-density residential spaces are found slightly north of the main commercial area. Corridors of commercial activity can be found along major streets including Sunset, Hollywood, and Santa Monica Blvd. The plan area north of the central commercial corridors includes Griffith Park, and accounts for 40% of the acreage, and almost all of the open space land in the community boundary. The Hollywood Community Plan sets forth

10 City of Los Angeles. 2021. *Hollywood Community Plan Update*. Available online at: https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update.

11 City of Los Angeles. 2021. *Hollywood Community Plan.* Available online at: https://planning.lacity.org/odocument/73938107-9332-404e-b2fa-75f8a0fe19ae.pdf.

planning goals and objectives to maintain the community's distinctive character, the goals and objectives relevant to this proposed project include:

Goal LU1. Complete, livable and quality residential neighborhoods that provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood.

> **Policy LU1.2.** Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.

Goal LU4. Multi-family residential neighborhoods that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish Hollywood neighborhoods.

> **Policy LU4.1.** Encourage multi-family housing development within neighborhoods designated for higher density multi-family residential.

Goal LU5. Multi-family residential neighborhoods that provide a range of housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.

> **Policy LU5.1.** Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations.

> **Policy LU5.5.** Encourage affordable housing near transit.

Goal LU11. Sustainable land uses, site design, and development, including paving and stormwater infiltration systems.

> **Policy LU11.1.** Promote sustainable land use, streetscape and building policies to protect the environment and public health.

2.5 Thresholds and Methodology

Thresholds of Significance

The impact analysis provided below is based on the application of the following California Environmental Quality Act (CEQA) Guidelines Appendix G, which indicates that a project would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of any applicable air quality plan.

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

3. Expose sensitive receptors to substantial pollutant concentrations.

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

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects, shown in **Table 6 – South Coast AQMD Regional Significance Thresholds**.

Table 6
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction** [b]	**Operation** [c]
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2 1-hour average annual arithmetic mean	South coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation) 1.0 μg/m3	
PM2.5 24-hour average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation)	

SO_2	
1-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile)
24-hour average	0.04 ppm (state)
Sulfate	
24-hour average	25 μg/m³ (state)
CO	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:
1-hour average	20 ppm (state) and 35 ppm (federal)
8-hour average	9.0 ppm (state/federal)
Lead	
30-day Average	1.5 μg/m³ (state)
Rolling 3-month average	0.15 μg/m³ (federal)

[a] *Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)*

[b] *Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).*

[c] *For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.*

[d] *Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.*

[e] *Ambient air quality threshold based on South Coast AQMD Rule 403.*

CO Hotspot Analysis

In addition to the daily thresholds listed above, the proposed project area would also be subject to the ambient air quality standards through an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of the project site are above state and federal CO standards. Carbon monoxide concentrations in Los Angeles no longer exceed either the CAAQS or the NAAQS criteria. Additionally, the SCAB region is designated as attainment under the 1-hour and 8-hour standards (see **Table 3**).

Localized Significance Thresholds

In addition to regional emissions and the CO hotspot analysis, the SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction and operational-period emissions called localized significance thresholds (LSTs). If the on-site emissions from proposed construction activities are below the emission levels found in the LST mass rate look-up tables for the project site receptor area (SRA), then emissions would not have the potential to cause a significant localized air quality impact. When quantifying mass emissions for LST analysis, only emissions that occur on site are considered. Consistent with SCAQMD LST guidance, emissions from

offsite delivery hauling trucks, or employee trips are not considered in the evaluation of localized impacts (SCAQMD 2008).

The proposed project site lies within SCAQMD SRA 1 and the proposed project site is approximately 0.35-acres. Therefore, consistent with SCAQMD recommendations, **Table 7, Local Significance Thresholds – Pounds per Day** shows the LSTs for a 1-acre project site in SRA 1 with sensitive receptors located approximately 25 meters of the proposed project site.

Table 7
Local Significance Thresholds – Pounds per Day

Phase	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)
Construction	74	680	5	3
Operation	74	680	2	1

Source:
SCAQMD. 2009. Appendix C Mass Rate Look Up Table. Available at: http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

Methodology

Air quality impacts were evaluated in accordance with the methodologies recommended by CARB and the SCAQMD. Where criteria air pollutant quantification was required, emissions modeled using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

2.6 Project Impacts

AQ Impact 1 **Would implementation of the proposed project conflict with or obstruct implementation of any applicable air quality plan? *(Less than Significant).***

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality

attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

SCAQMD drafted the 2016 AQMP.[12] As described above, the 2016 AQMP was developed in effort with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The plan's pollutant control strategies are based on SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). While SCAG adopted the updated 2020-2045 RTP/SCS in September 2020, it has not been incorporated into an applicable air quality plan.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Impacts 2 below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards (see **Table 8** and **Table 9**). Thus, no significant impact is expected, and the proposed project would be consistent with first criterion.

Concerning Consistency Criterion No. 2, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project would increase local population by 129 residents.[13] The proposed project is consistent with the land use designation and development density prepared in the City of Los Angeles' General Plan. Therefore, the proposed project would not exceed the population or job growth projections used by the SCAMQD to develop the 2016

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12 South Coast Air Quality Management District. 2016. *Air Quality Management Plan*. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf.

13 Estimated population based on CalEEMod modeling, see Attachment A.

AQMP. Thus, no significant impact would occur, as the proposed project is also consistent with the second criterion.

AQ Impact 2 **Would implementation of the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? *(Less than Significant).***

A project may have a significant impact if project-related emissions would result in a cumulatively considerable net increase for an criteria pollutant for which the region in nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational Project emissions will be considered cumulatively considerable if Project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

Regional Construction Significance Analysis

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the proposed project area include ozone-precursor pollutants (i.e., ROG and NOx), PM10, and PM2.5. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the proposed project is estimated to last approximately 24 months. Construction-generated emissions associated with the proposed project were calculated using the SCAQMD- and CARB-approved CalEEMod model. CalEEMod is designed to model construction and operational emissions for land use development projects. The model incorporates typical construction requirements such as construction equipment, demolition debris, and hauling trips. The assumptions used in the CalEEMod model, including construction equipment usage, the demolition of

approximately 7,196 tons of the existing structure and surface pavement,[14] and grading quantity of approximately 450 cubic yards of soil export and 400 cubic yards of soil import, were based on information provided by the project applicant. In addition, the project applicant provided estimates of the construction equipment expected to be used during each phase of project construction as well as the expected usage during that phase of construction.[15] Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table 8, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.**

During construction, the contractors are required to comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), among others, which assist in reducing short-term construction-related air pollutant emissions. Rule 402 prohibits emissions that would cause a public nuisance and Rule 403 requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. The proposed project would be subject to Rules 402, 403, and 113 described in the Regulatory Framework subsection above. As shown below, all criteria pollutant emissions would remain below their respective thresholds. Thus, the proposed project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

Table 8
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO2	PM10	PM2.5
2021	1.47	16.38	14.39	0.04	2.50	0.91
2022	2.42	19.45	22.32	0.05	2.40	0.87
2023	5.00	18.23	22.07	0.05	1.17	0.79
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2021. See Attachment A.
Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

14 Demolition tons based on the existing detached garage (9,945 SF) and assumes complete demolition of the warehouse/office (6,522 SF). The warehouse/office will retain its frontages that will be incorporated into the Proposed Project and, as a result, will not be entirely demolished. Therefore, our analysis presents a conservative approach. Calculations to determine demolition tonnage from the existing buildings is provided in Attachment A.

15 See Attachment A for project construction assumptions.

Regional Operational Significance Analysis

Proposed project-generated emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, consumer cleaning products, and architectural coatings associated with the operation of a 45-unit apartment building, 6,456 square feet of common open space, and a 36-space parking garage. The proposed project will be replacing a detached garage and warehouse with associated office space. The operational emissions from the proposed project and existing project were calculated within CalEEMod and the net operational emissions were compared against SCAQMD regional thresholds to determine project significance.

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher emission rates used by CalEEMod. The earliest year the project could possibly be constructed and fully occupied would be 2025. Emissions associated with build-out later than 2025 would be lower, because newer vehicles have to meet increasingly more stringent emissions standards, while older, more polluting, vehicles are used less.

CalEEMod allows the user to enter specific vehicle trip generation rates. The Transportation Assessment Memorandum of Understanding (MOU) prepared by Los Angeles Department of Transportation estimates that the proposed project will generate 172 trips per day and the existing project site generates 47 trips per day. As a result, the project will result in a net increase of 125 trips per day.

Finally, the project proposes a series of design features that will increase building efficiency. The model accounts for ENERGY STAR rated appliances, low-flow fixtures, and drought tolerant landscaping. The proposed project also plans to use non-VOC paint and adhesives as part of the design. Our model conservatively assumed that non-VOC paints and adhesives would only be used in the interior of the building and modeled the exterior with the CalEEMod default VOC assumptions for paint.

Long-term operational emissions attributable to the proposed project are summarized in **Table 9, Long-Term Operational Emissions – Maximum Pounds per Day**.

Table 9
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Proposed Project Emissions						
Area Source	1.56	0.68	3.99	0.004	0.072	0.072

Energy Use	0.012	0.10	0.04	0.001	0.008	0.008
Mobile Source	0.49	0.53	4.83	0.010	1.06	0.29
Total	2.06	1.31	8.86	0.015	1.14	0.37
Existing Project Emissions						
Area	0.15	>0.001	>0.001	0.00	0.00	0.00
Energy	0.002	0.02	0.02	>0.001	0.0014	0.0013
Mobile	0.08	0.40	1.04	0.004	0.33	0.090
Total	0.23	0.42	1.07	0.004	0.33	0.10
Net Operational Emissions	*1.83*	*0.89*	*7.79*	*0.011*	*0.81*	*0.27*
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2021. See Attachment A.

As shown in **Table 8** and **Table 9**, the proposed project's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Regional construction and operation operational emissions would not result in a significant long-term regional air quality impact. Thus, the proposed project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Therefore, regional construction and operation operational emissions would not result in a significant long-term regional air quality impact and impacts will have a less than significant impact.

Air Quality Health Impacts

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. Al.* (Case No. S219783) which determined that an environmental review must adequately analyze a project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impacts or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

SCAB is in state non-attainment for PM2.5, PM10, and O_3 and federal non-attainment for PM2.5 and O_3. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and NOx) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region. As noted in **Table 8** and **Table 9** above, the proposed project will emit criteria air pollutants during construction and operation**.** However, the proposed project will not exceed SCAQMD thresholds for ozone precursors (ROG and NOx), PM2.5, PM10, or any other criteria air pollutants, and will not result in a cumulatively significant impact for which the region is in non-attainment. This discussion focuses on the health effects from the pollutants for which the region is in non-attainment and why it is not

feasible to provide an analysis to relate the emissions of ozone precursors from an individual project to likely health consequences.

Exposure to particulate matter can affect both a person's lungs and heart and has been linked to a variety of health problems including aggravated asthma, decreased lung function, and increased respiratory symptoms. DPM is a type of particulate that is emitted from diesel engines and is estimated to cause approximately 70% of total known cancer risks related to air toxics in California.[16] As discussed below, see **Impact 3**, the proposed project would not result in an increased health risk as a result from exposure to DPM or other TACs. Further, since the proposed project will not exceed SCAQMD regional thresholds for particulate matter, the project will not result in a cumulatively significant impact to particulate matter in the region.

Exposure to O_3 can cause respiratory irritation, lung damage, aggravate asthma, and may worsen existing chronic lung diseases such as emphysema and chronic bronchitis.[17] O_3 is formed in the atmosphere when heat and sunlight cause a chemical reaction between NOx and ROG emissions. NOx and ROG are referred to as ozone precursors and affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the proposed project's less than significant increases in regional air pollution from criteria air pollutants would not have measurable effect on the human health implications of the Basin's ambient air quality.

The Congressional Research service prepared the *Background Ozone: Challenges in Science and Policy* report for U.S. Congress which provides a summary of the scientific capabilities of measuring ozone and understanding the needs and improvements necessary to understand contributions from background sources. While this paper specifically addresses background concentrations of ozone and ozone modeling, it demonstrates the difficulty in assessing ozone and related health implications from any single source or project. According to the Congressional Research Service, currently there are several data and analytical challenges to reliably assess background ozone concentrations and to model ozone. First, the current understanding of the amount, location, and type of pollutant emissions from many types of sources is insufficient. Therefore, inventories typically provide estimation, which may not be precise enough for apportioning contributions. Second, meteorological data (i.e., wind speed, wind direction, temperature,

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16 California Air Resources Board. *Overview: Diesel Exhaust & Health*. Available online at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

17 U.S. Environmental Protection Agency. *Ozone and Your Health*. Available online at: https://www.airnow.gov/sites/default/files/2020-02/ozone-c.pdf.

cloud cover, humidity, etc.) is not currently measured at a fine enough spatial scale to adequately represent relevant weather processes. Third, data on pollutant concentrations are limited, which increases the challenges of understanding ozone formation and movement. Fine spatial and temporal measurements are needed both horizontally across the surface and vertically to higher levels of the atmosphere. Finally, background ozone source contributions change by year, season, day, and hour and from location to location.[18]

While several models and tools are available to quantify emissions, these models are limited by a number of factors in their ability to determine health impacts of individual development projects. The U.S. EPA currently performs health impact assessments (HIAs) using the Community Multiscale Air Quality (CMAQ)[19] model for pollutant transport modeling and Environmental Benefits Mapping and Analysis Program – Community Edition (BENMAP – CE) for health impact calculations.[20] However, these models are designed to estimate health impacts over a large scale (e.g., city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are not readily accessible. In general, the current suite of available models are not able to accurately model concentrations or dispersion of ozone because they are regional models unable to provide accurate results for individual projects. If reliable ozone concentrations can be determined, there is also limitation on being able to correlate concentrations to related health effects.

The SCAQMD acknowledges that quantifying the health impacts from O_3 is difficult. The *2012 Air Quality Management Plan* determines that a reduction of 432 tons (864,000 pounds) per day of NOx and a reduction of 187 tons (374,000 pounds) per day of VOC would reduce O_3 levels at the highest monitored site by only nine parts per billion.[21] Meaning, large reductions in precursor emissions translate to incremental reductions in measured ozone. Therefore, quantifying O_3 and related O_3 health impacts caused by NOx or VOC emissions from relatively small projects (defined as projects with regional scope) is limited. Thus, as the proposed project would not exceed SCAQMD thresholds for construction and operational air emissions, it can be reasonably concluded that the proposed project would not have a measurable effect on the human health in the Basin's, nor would it have implications for the ambient air quality. As a result, the proposed project would have a less than significant impact for air quality health impacts.

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18 Congressional Research Service. 2019. *Background Ozone: Challenges in Science and Policy*. Available online at: https://fas.org/sgp/crs/misc/R45482.pdf.

19 U.S. Environmental Protection Agency. *CMAQ: Community Multiscale Air Modeling System*. Available online at: https://www.epa.gov/cmaq.

20 U.S. Environmental Protection Agency. *Environmental Benefits Mapping and Analysis Program – Community Edition (BenMAP – CE)*. Available online at: https://www.epa.gov/benmap.

21 SCAQMD. *Final 2012 AQMP*. Available online at: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan.

AQ Impact 3 **Would implementation of the proposed project expose sensitive receptors to substantial air pollutant concentrations? (*Less than Significant).***

Localized Significance Thresholds

Construction

The nearest sensitive receptors to the proposed project site are residents located adjacent to the proposed project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction.

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAMQD provided the *Final Localized Significance Threshold Methodology* for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific analysis.

As detailed above, the SRA for the LST is the Central LA County area (SRA 1) since this area includes the proposed project site. LSTs apply to CO, NO_2, PM10, and PM2.5. The SCAMQD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. The proposed project site is approximately 0.35-acres, therefore, consistent with SCAQMD recommendations, the LST threshold for one acre was used for the construction LST analysis.

The SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to the proposed project site is a multi-story hotel that serves as a dormitory that sits on the proposed project site. LST screening thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 25 meters were utilized in this analysis.

Table 10, Localized Significance of Construction Emissions – Maximum Pounds per Day, presents the proposed project's localized emissions during construction activity. As shown in **Table 10**, the on-site air pollutant emissions on the peak day of construction would not exceed the applicable LST. Therefore, the proposed project's localized air quality impacts would not expose sensitive receptors to substantial air pollutant concentrations. Impacts would be less than significant.

Table 10
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Year	NOx	CO	PM10	PM2.5
2021	1.47	16.38	2.50	0.91
2022	2.42	19.45	2.40	0.87
2023	5.00	18.23	1.17	0.79
LST Screening Threshold	**74**	**680**	**5**	**3**
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Science, CalEEMod modeling, 2021. See Appendix A.
Note: The table demonstrates emission reductions from compliance with SCAQMD Rule 403.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project is proposing a development with 45 residential units and 6,456 square feet of common open space and, therefore, does not include such land uses. Thus, due to the lack of queuing and idling emissions, no long-term localized significance threshold analysis is needed. The proposed project's operational LST impacts would not expose sensitive receptors to substantial air pollutant concentrations. Impacts would be less than significant.

Localized Air Quality Health Impacts

As evaluated above, the proposed project's air emissions would not exceed the SCAQMD's LST thresholds. Therefore, the project would not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS for emissions of CO, NOx, PM10, or PM2.5. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons are protected. In other words, the ambient air quality standards are purposely set in a stringent manner to protect children, elderly, and those with existing and respiratory problems. Thus, air quality health impacts would be less than significant.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAB is designated as an attainment/maintenance area for the federal CO standards and attainment area for state standards. CO emissions have declined in recent years even as VMT on urban and rural roads have increased nationwide. Estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[22] Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 ppm, the CAAQS for 8-hour ozone. The SCAQMD prepared a detailed CO analysis in the *Federal Attainment Plan for Carbon Monoxide* as part of the 2003 AQMP.[23] The 2003 AQMP is the most recent AQMP that addresses CO concentrations. The CO analysis included microscale modeling of CO at the worst-case intersections in SCAB. Of these locations, the Wilshire Boulevard and Veteran Avenue intersection in Los Angeles experienced the highest CO concentration of 4.6 ppm. At the time of analysis, the Wilshire Boulevard and Veteran Avenue intersection was the most congested intersection in Los Angeles County with an average daily traffic volume of approximately 100,000 vehicles per day. As CO impacts at the Wilshire Boulevard and Veteran Avenue intersection did not exceed the 8-hour CAAQS, it can be inferred that the intersections near the project site, which generate fewer vehicles per day, would not create any CO hotspots. Furthermore, as previously discussed, the site is located in SRA 1, Central Los Angeles County. The monitoring station closest to the Project site is the Los Angeles – North Main Street station, located at 1630 North Main Street approximately 6.41 miles southeast of the project site. According to data obtained from the EPA's AirData database for CO pollutants, the highest eight-hour concentration reported for the North Main Street, Los Angeles station in was 1.6 ppm.[24] As such, the background CO concentration in combination with the CO concentration at worst-case scenario intersection in SCAB do not exceed 9.0 ppm and a CO hotspot would not occur. Therefore, the proposed project's CO hotspot impacts would not expose sensitive receptors to substantial air pollutant concentrations. Impacts would be less than significant.

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22 U.S. Environmental Protection Agency. 2018. *Report on the Environment: Carbon Monoxide Emissions*. Available online at: https://cfpub.epa.gov/roe/indicator.cfm?i=10.

23 SCAQMD. *2003 Air Quality Management Plan*. Available online at: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp.

24 U.S. Environmental Protection Agency. 2018. *Monitor Values Report*. Available: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report.

Diesel Particulate Matter

Project Construction

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments are associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not generate a significant health risk.

Additionally, the proposed project site is approximately 0.35-acres. Generally, construction for projects contained in a site of such size to represent less than significant health risk impacts due to limitations of the off-road diesel equipment able to operate and thus a reduced amount of generated DPM, reduced amount of dust-generating ground-disturbance possible compared to larger construction sites, and reduced duration of construction activities compared to the development of larger sites. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5-minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.[25] For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the proposed project would have a less than significant impact.

Project Operation

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The proposed project is a 45-unit residential development with 6,456 square feet of common open space. Once operational, the majority of vehicle trips to the project site would be from residents and, as a result, the proposed project would attract very few diesel truck trips. Additionally, the project does not propose any stationary generators on-site. Furthermore, the existing project site includes a warehouse that attracts vehicle trips from workers. The

25 California Air Resources Board. 2015. *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*. Available online at: https://ww3.arb.ca.gov/msprog/ordiesel/faq/idlepolicyfaq.pdf.

proposed project with replace these land uses and emission sources from the project site. For these reasons, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

AQ Impact 4 **Would the proposed project include sources that could create other emissions (such as those leading to odors) adversely affecting a substantial number of people? (*Less than Significant).***

The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. Once operational, the proposed project will serve as a residential and office development with minor retail uses. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon proposed project completion. In addition, the proposed project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The proposed project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

3.0 GREENHOUSE GAS

3.1 Greenhouse Gas Setting

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[26] Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

In recent decades, changes in climate have caused impacts on natural and human systems on all continents and across the oceans. Impacts are due to observed climate change, irrespective of its cause, indicating the sensitivity of natural and human systems to changing climate.[27] Continuing changes to the global climate system and ecosystems, and to California, are projected to include:

- Rapidly diminishing sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures[28];
- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and ice sheets;
- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;

26 US EPA. 2013. Overview of Greenhouse Gases. Available online at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases. Accessed on August 11, 2018.

27 Intergovernmental Panel on Climate Change. 2013. "Climate Change 2013: The Physical Science Basis." Available online at: http://www.climatechange2013.org/. Accessed August 13, 2018.

28 Ibid.

- Changing levels in snowpack, river flow and sea levels indicating that climate change is already affecting California's water resources[29];
- Dry seasons that start earlier and end later, evoking more frequent and intense wildland fires[30]; and
- Increasing demand for electricity due to rising temperatures.[31]

The natural process through which heat is retained in the troposphere[32] is called the "greenhouse effect." Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere as short wave radiation. It travels through the atmosphere without warming it and is absorbed by the Earth's surface. When the Earth re-emits this radiation back toward space, the radiation changes to long wave radiation. GHGs are transparent to incoming short wave solar radiation but absorb outgoing long wave radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

Greenhouse Gas Compounds

California State law defines GHGs to include the following six compounds:

- **Carbon Dioxide** (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems.
- **Methane** (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment.
- **Nitrous Oxide** (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

29 California Environmental Protection Agency (Cal EPA). 2010. Climate Action Team Report to Governor Schwarzenegger and the Legislature.

30 Ibid.

31 California Environmental Protection Agency (Cal EPA). 2010. Climate Action Team Report to Governor Schwarzenegger and the Legislature.

32 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface from 6- to 7-miles).

- **Hydrofluorocarbons** (HFCs) are one of several high global warning potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

- **Perfluorocarbons** (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.

- **Sulfur Hexafluoride** (SF_6) is another high GWP gas that is not naturally occurring and is generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

3.2 Existing Setting

The existing project site is developed with a three-story multi-tenant commercial residential building, a warehouse, and garage. Land uses at this site associated with GHG emissions are from resident and customer vehicle trips to the site, energy sources, and area sources. GHG emissions from the existing site were calculated using CalEEMod to determine the existing site's annual GHG emissions (see **Impact 1)**.

3.3 Regulatory Framework

Federal

Paris Climate Agreement

The Paris Climate Agreement is an international treaty on climate change adopted on December 12, 2015. The goal of the agreement is to limit global warming to 1.5 degrees Celsius as compared to pre-industrial levels. Countries will aim to reach global peaking of GHG emissions as soon as possible to achieve a climate neutral world by mid-century. In order to achieve these reductions, the Paris Climate Agreement works on a 5-year cycle of increasingly ambitious climate action carried out by countries. Therefore, by 2020, countries were required to submit their plans for climate action, known as nationally determined contributions. Additionally, the Agreement provides a framework for financial, technical and capacity building support to those countries who need it. Developed counties will take a lead in providing financial assistance to other countries since large scale investments are required for GHG mitigation and climate adaptation. [33]

[33] United Nations. *The Paris Agreement*. Available online at https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement.

The United States joined 190 other countries in the Paris Climate Agreement under the Obama administration in September 2016.[34] Under the Trump administration, the former President announced his intention to withdraw from the Agreement in June 2017 and formally notified the United Nations in November 2019. However, the Agreement requires a year long waiting period before a formal withdrawal will be recognized. As a result, the United States officially withdrew the Agreement in November 2020.[35] However, on January 20, 2021, President Biden accepted and rejoined the Paris Climate Agreement.[36]

State

The state of California has implemented a series of greenhouse gas plans and policies aimed at reducing state greenhouse gas emissions. Measures applicable to the project are summarized below:

Executive Order (EO) S-03-05

On June 1, 2005 EO S-03-05 was issued by Governor Schwarzenegger in order to set statewide emissions reduction standards. The order required the state to reduce GHG emissions to 1990 levels by 2020 and reduce GHG emissions to 80% below 1990 levels by 2050. EO S-3-05 also calls for the Secretary of California Environmental Protection Agency (Cal/EPA) to be responsible for coordination of state agencies and progress reporting.

Assembly Bill (AB) 32

AB 32 (California Global Warming Solutions Act of 2006) was codified into law in 2006 and codified into law the 2020 GHG emissions targets set by EO S-03-05. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major sectors with penalties for noncompliance.

Senate Bill (SB) 32

SB 32 was signed into law in 2015 and sets into law the mandated reduction targets set in EO B-30-15, which required a reduction in GHG emissions to 40% below the 1990 levels by 2030.

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34 The White House. *President Obama: The United States Formally Entered the Paris Agreement*. Available online at: https://obamawhitehouse.archives.gov/blog/2016/09/03/president-obama-united-states-formally-enters-paris-agreement.

35 NPR. *U.S. Officially Leaving Paris Climate Agreement*. Available online at: https://www.npr.org/2020/11/03/930312701/u-s-officially-leaving-paris-climate-agreement.

36 The White House. 2021. *Paris Climate Agreement*. Available online at: https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/20/paris-climate-agreement/.

CARB's 2017 Final Scoping Plan

The California Air Resources Board (CARB) in collaboration with over twenty state agencies issued a Final Scoping Plan in 2017 in order to set a framework for the state to meet the overall reduction goals set in SB 32. The 2017 Scoping Plan identified key sectors of the implementation strategy, which includes improvements in low carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 $MMTCO_2e$, and that further commitments will need to be made to achieve an additional reduction of 50 $MMTCO_2e$ beyond current policies and programs. Key elements of the 2017 Update include a proposed 20 percent reduction in GHG emissions from refineries and an expansion of the Cap-and-Trade program to meet the aggressive 2030 GHG emissions goal.

Regional

SCAQMD Draft Guidance Regarding Interim CEQA GHG Significance Thresholds

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds. The draft tier thresholds recommended by the SCAQMD Working Group were never authorized as guidance for GHG analyses. These recommended thresholds are over a decade old; as a result. these thresholds were not utilized in this analysis.

SCAG 2020 Connect SoCal Plan RTP/SCS

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]).

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whole collaboration can improve the quality of life for Southern Californians. In addition, Connect

SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal CAA requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

City of Los Angeles Green New Deal

In 2019, the City of Los Angeles adopted the Green New Deal as a four year update to the 2015 Sustainable pLAn that accelerates the existing goals in order to secure clean air and water and a stable climate, improve community resilience, expand access to health food and open space, and promote environmental justice. Key principles of the plan include the following:[37]

1. A commitment to the Paris Climate Agreement and to act urgently with a scientifically-driven strategy for achieving a zero carbon grid, zero carbon transportation, zero carbon buildings, zero waste, and zero wasted water.
2. A responsibility to deliver environmental justice and equity through an inclusive economy, producing results at the community level, guided by communities themselves.
3. A duty to ensure that every Angeleno has the ability to join the green economy, creating pipelines to good paying, green jobs and a just transition in a changing work environment.
4. A resolve to demonstrate the art of the possible and lead the way, walking the walk and using the City's resources – our people and our budget – to drive change.

3.4 Thresholds and Methodology

Thresholds of Significance

The impact analysis provided below is based on the application of the following CEQA Guidelines Appendix G, which indicates that a proposed project would have a significant impact on GHG emissions if it would:

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

[37] City of Los Angeles. 2019. *L.A.'s Green New Deal*. Available online at: https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf.

2) Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gas emissions.

Methodology

GHG emissions and climate change were evaluated in accordance with Appendix G of the 2019 *CEQA Guidelines*. *CEQA Guidelines* Section 15064.4 states that, when making a determination with respect to the significance of a project's GHG emissions, a lead agency shall have discretion to determine whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use; and/or (2) Rely on a qualitative analysis or performance-based standards. Section 15064.4 also states that a lead agency should consider the following factors when assessing the significance of the impact of GHG emissions on the environment: (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

GHG emissions were calculated in the same CalEEMod model used to determine the proposed project's criteria air pollutant emissions. Consistent with SCAQMD recommendations, construction emissions were amortized over a thirty-year period and added to the annual operational emissions to determine the proposed project's annual GHG emissions. Consistent with *CEQA Guidelines* Section 15064(h)(3), project significance was determined based on the proposed project's consistency with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the proposed project. CARB's 2017 Scoping Plan and SCAG's 2020 Connect SoCal Plan apply to the proposed project and are intended to reduce GHG emissions to meet the statewide targets set in Senate Bill (SB) 32. Thus, the proposed project would not have a significant effect on the environment if it is found to be consistent with CARB's 2017 Scoping Plan and SCAG's 2020 Connect SoCal Plan.

3.5 Project Impacts

GHG Impact 1 **Would implementation of the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *(Less than Significant).***

Both construction period and operational period activities would have the potential to generate GHG emissions.

Construction Emissions

The Proposed Project would generate GHG emissions during temporary, short-term construction activities such as demolition, site preparation and grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the site, asphalt paving, and construction worker motor vehicle trips.

Through CalEEMod, proposed project GHG emissions throughout proposed project construction were calculated from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from the site. The total GHG construction emissions over the approximately 24-month construction period of the proposed project would be approximately 974 metric tons of carbon dioxide (MT CO2e). As GHG emissions impact from construction activities would occur over a relatively short time span, it would contribute a relatively small portion of the lifetime GHG emission impact of the proposed project. The total construction GHG emissions were divided by 30 to determine an annual construction emission rate to be amortized over the Proposed Project's first 30 years of operational life, consistent with CEQA analysis across the state. Amortized over a 30-year period, the proposed project is anticipated to emit approximately 32.47 metric tons of carbon dioxide per year (MT CO2e/year).

Operational Emissions

Operational emissions occur over the life of the Project. The Proposed Project will construct a 45-unit residential building with 36 parking spaces on the site. The Proposed Project is expected to generate GHG emissions from area, energy, and mobile-source emissions as the site will generate vehicle trips from residents and employees. Area source emissions are based on the land use sizes, GHG emission factors for fuel combustion, and the global warming potential (GWP) values for the GHGs emitted. Electricity usage emissions are based on the land uses, default demand factors for the land use, GHG emission factors for the utility provider, and the GWP values of the GHGs emitted. Mobile-source GHG emissions are determined based on the Project's estimated annual VMT, which is calculated in CalEEMod based on the daily trip generation rates estimated through the City of Los Angeles Daily VMT Calculator prepared by

Linscott Law and Greenspace. Waste and water emissions are derived from the anticipated water usage and wastewater generated based on the Project's proposed land uses and the associated water demand factors.

As stated above, the project proposes a series of design features that will increase building efficiency. The model accounts for ENERGY STAR rated appliances, low-flow fixtures, and drought tolerant landscaping.

The estimated total net annual Project emissions, including operation emissions and amortized construction emissions from the proposed project and operational emissions from the existing site, are detailed in **Table 11, Proposed Project Greenhouse Gas Emissions**.

Table 11
Proposed Project Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	32.47
Area Sources	10.02
Energy Sources	102.06
Mobile Sources	171.56
Waste Sources	10.41
Water Sources	18.88
Total Proposed GHG Emissions	**345.39**
Total Existing GHG Emissions	**132.88**
Net GHG Emissions	**212.51**

Source: Impact Sciences, 2021.

As shown in **Table 11**, the Project's combined long-term net operational emissions and amortized construction emissions would be approximately 212.51 MT CO2e/year. However, Proposed Project significance is based on the Project's consistency with statewide and regional policies and plans to meet the state reduction goals set in SB 32, including CARB's 2017 Scoping Plan and SCAG's 2020 Connect SoCal RTP/SCS, see GHG **Impact 2**.

GHG Impact 2 **Would implementation of the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *(Less than Significant).***

The Proposed Project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the State CEQA Guidelines.

Pursuant to Appendix G of the *CEQA Guidelines*, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. Development projects would be subject to complying with SB 32, and SCAG's Connect SoCal Plan. SB 32 is a statewide reduction goal aimed at reducing emissions to 40% below 1990 levels by 2030. CARB's 2017 Scoping Plan sets a framework for the State to meet the reduction targets of SB 32.

Consistency with the Final 2017 Scoping Plan Update

CARB issued the Final 2017 Scoping Plan Update in November 2017 and establishes emissions reduction strategies necessary to meet SB 32's 2030 reduction goals. **Table 12, Project Consistency with CARB 2017 Scoping Plan Measures** identifies the Scoping Plan policies that are applicable to the proposed project. As shown, the Proposed Project would be consistent with the Scoping Plan.

Table 12
Project Consistency with CARB 2017 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Implement SB 350 by 2030:	
• Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and grid reliability.	**Not Applicable.** The measure is not related to development projects but intended for energy providers.
• Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	**Not Applicable.** This measure is directed towards policymakers, not development projects. However, the proposed project is required to meet CALGreen and Title 24 building standards by including measures designed to reduce energy consumption.
• Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in the IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions planning targets through a combination of measures as described in IRPs.	**Consistent.** The proposed project is required to adhere to the latest CALGreen and Title 24 building standards, which will result in a more efficient project site.

Table 12
Project Consistency with CARB 2017 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Implement Mobile Source Strategy (Cleaner Technology and Fuels): • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."	**Not Applicable.** This measure is directed towards policymakers, not development projects. However, the proposed project is located 0.3 miles from the Hollywood/Vine B Line (Red) station. As a result, the proposed project will reduce VMT as a result of locating residents and job opportunities near a major transit line.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road use, parking pricing, transit discounts).	**Not Applicable.** This measure is directed towards policymakers, not development projects. However, the proposed project will provide housing and job opportunities near future Hollywood/Vine B Line (Red) station that will encourage transit use.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	**Not Applicable.** This measure is directed towards CARB, CalRecycle, CDFA, SWRCB, and local air districts. However, the statewide policy goals of 75 percent of solid waste generated be source reduce, recycled, or composted by 2020 under AB 341. Since the project will be operational after this year, the project's waste collection service will be required to be compliant with this waste reduction.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	**Not Applicable.** This measure is directed towards policymakers, not development projects. However, the Proposed Project will be required to adhere to the latest CALGreen Building Standards and Title 24 which will reduce GHG emissions from energy use. Furthermore, the proposed project will be constructed near the Hollywood/Vine B Line (Red) station.

Source: Impact Sciences, 2021.
CARB. California's 2017 Climate Change Scoping Plan. Available online at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed February 5, 2021.

Based on this evaluation, this analysis finds the project would be consistent with all feasible and applicable strategies recommended in the 2017 Scoping Plan Update.

Consistency with SCAG's Connect SoCal Plan

At the regional level, SCAG's Connect SoCal Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) represent the region's Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project's potential to conflict with the RTP/SCS, this section analyzes the project's

land use profile for consistency with those in the RTP/SCS. 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 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 13, **Project Consistency with SCAG's RTP/SCS** demonstrates the project's consistency with the Strategies set forth in the Connect SoCal Plan. The project would also be consistent with the applicable strategies set forth in the RTP/SCS's "A Path to Greater Access, Mobility, & Sustainability" chapter. Therefore, the project would be consistent with the GHG reduction related actions and strategies contained in Connect SoCal.

Table 13
Project Consistency with SCAG's RTP/SCS

Actions and Strategies	Consistency Analysis
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations	**Consistent:** The proposed project would construct 45 residential units near the Sunset Blvd./Wilcox Avenue bus station for Metro Bus Line 2 and the Hollywood Blvd./Wilcox Ave. bus station for Metro Bus Lines 217, 212, and 22 as well as the DASH Hollywood Clockwise Bus Line. In addition, the project site is located approximately 0.3 miles from the Hollywood/Vine B Line (Red) station. The site is identified by SCAG as located within a High Quality Transit Area (HQTA).[1] As a result, by project operation, the residents and employees will have access to a major transit stop. Moreover, the Proposed Project will include on-site secure bicycle parking that will promote active transportation.
Focus on job/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	**Consistent:** The proposed project would construct residential space that will include market-rate and very low income housing opportunities approximately 0.3 miles from the Hollywood/Vine B Line (Red) station.
Plan for growth near transit investments and support implementation of first/last mile strategies	**Consistent:** The proposed project would construct 45 residential units near the Sunset Blvd./Wilcox Avenue bus station for Metro Bus Line 2 and the Hollywood Blvd./Wilcox Ave. bus station for Metro Bus Lines 217, 212, and 22 as well as the DASH Hollywood Clockwise Bus Line. In addition, the project site is located approximately 0.3 miles from the Hollywood/Vine B Line (Red) station. The site is identified by SCAG as located within a High Quality Transit Area (HQTA).[1] Moreover, the Proposed Project will include on-site secure bicycle parking that will promote active transportation.

Table 13
Project Consistency with SCAG's RTP/SCS

Actions and Strategies	Consistency Analysis
Focus Growth Near Destinations & Mobility Options	
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses	**Consistent:** The proposed project would redevelop an existing detached garage at the 1550 Wilcox Ave. site and a warehouse and office building at the 6422 Selma Ave. site in order to develop at 45 unit residential building with 5 units set aside for very low income households. The site is located near several existing bus lines (Metro Lines 2, 217, 212, and 222 and DASH Hollywood Circle Line) as well as the Hollywood/Vine B Line (Red) station. The proximity to public transit will facilitate transit use from residents and employees living or working on the site.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	**Consistent:** The proposed project would redevelop an existing detached garage at the 1550 Wilcox Ave. site and a warehouse and office building at the 6422 Selma Ave. site in order to develop at 45 unit residential building with 5 units set aside for very low income households. The site is located near several existing bus lines (Metro Lines 2, 217, 212, and 222 and DASH Hollywood Circle Line) as well as the Hollywood/Vine B Line (Red) station. The proximity to public transit will facilitate transit use from residents and employees living or working on the site.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	**Consistent:** The proposed project would construct 45 residential units near the Sunset Blvd./Wilcox Avenue bus station for Metro Bus Line 2 and the Hollywood Blvd./Wilcox Ave. bus station for Metro Bus Lines 217, 212, and 22 as well as the DASH Hollywood Clockwise Bus Line. In addition, the project site is located approximately 0.3 miles from the Hollywood/Vine B Line (Red) station. The site is identified by SCAG as located within a High Quality Transit Area (HQTA).[1] Moreover, the Proposed Project will include on-site secure bicycle parking that will promote active transportation.
Promote Diverse Housing Crisis	
Preserve and rehabilitate affordable housing and prevent displacement	**Consistent:** The proposed project would redevelop an existing detached garage at the 1550 Wilcox Ave. site and a warehouse and office building at the 6422 Selma Ave in order to construct 45 residential units with 5 units set aside for very low income households. As a result, the proposed project would not displace any affordable housing.
Identify opportunities for new workforce and affordable housing development	**Consistent:** The proposed project will set aside 15% of the residential units for very low income households.
Leverage Technology Innovations	

Table 13 **Project Consistency with SCAG's RTP/SCS**	
Actions and Strategies	**Consistency Analysis**
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedications lanes, charging and parking/drop-off space	**Not Applicable:** This strategy is aimed at local government to promote shared bikes and scooters, electric vehicles, ride sharing and provide safe infrastructure such dedicated lanes, charging and parking/ drop-off space. The proposed project would not interfere with such policymaking.
Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Not Applicable:** This strategy is aimed at local government to identify ways to incorporate "micro-power grids." The proposed project would not interfere with such policymaking.
Support Implementation of Sustainability Policies	
Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions	**Not Applicable:** While this strategy calls on local governments to adopt policies for sustainable infrastructure and development projects, the proposed project would not interfere with such policymaking.
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations	**Not Applicable:** While this strategy calls on the state to adopt policies to new construction near transit corridors and stations, the proposed project would not interfere with such policymaking and would construct a mixed-use development near the future Wilshire/La Brea Purple Line Metro Station.
Support cities in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects	**Not Applicable:** While this strategy calls on cities to establish tax incentive or other value capture tools to finance sustainable infrastructure, the proposed project would not interfere with such policymaking.
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies	**Not Applicable:** While this strategy calls on SCAG to work with local jurisdictions to identify ways to implement sustainable strategies, the proposed project would not interfere with such policymaking.
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region	**Not Applicable:** While this strategy calls on planning organizations to promote resources and best practices in SCAG, the proposed project would not interfere with such policymaking.
Continue to support long range planning efforts by local jurisdictions	**Not Applicable:** While this strategy calls on local jurisdictions to support long range planning, the proposed project would not interfere with such policymaking.
Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Not Applicable:** While this strategy calls on local jurisdictions to provide educational opportunities on new tools and practices to promote the Sustainable Communities Strategy, the proposed project would not interfere with such policymaking.
Promote a Green Region	

Table 13
Project Consistency with SCAG's RTP/SCS

Actions and Strategies	Consistency Analysis
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	**Not Applicable:** While this strategy calls on local jurisdictions to support the development of local climate adaptation and hazard mitigation plans, the project would not interfere with this goal.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	**Not Applicable:** While this strategy calls on local governments to adopt policies for renewable energy production, the proposed project would not interfere with such policymaking.
Integrate local food production into the regional landscape	**Not Applicable:** While this strategy calls on local governments to integrate local food into the regional landscape, the proposed project would not interfere with such policymaking.
Promote more resource efficient development focused on conservation, recycling and reclamation	**Consistent.** The Proposed Project will be required to adhere to the latest CALGreen Building Codes and Title 24, which will result in a more efficient project site.
Preserve, enhance and restore regional wildlife connectivity	**Not Applicable:** The Proposed Project will be constructed in an existing urban setting. The project would not interfere with this goal.
Reduce consumption of resource areas, including agricultural land	**Consistent**. The Proposed Project will be constructed in an existing urban setting and, as a result, will not consume any resource areas or agricultural land.
Identify ways to improve access to public park space	**Not Applicable.** While this strategy calls on local governments to improve access to public park space, the Proposed Project would not interfere with this goal.

Source: Impact Sciences, 2021.
SCAG. 2019. Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 3: A Path to Greater Access, Mobility, & Sustainability. Available online at: https://www.connectsocal.org/Documents/Draft/dConnectSoCal-03_Draft-Plan.pdf, accessed October 19, 2020.
[1] SCAG. *High Quality Transit Areas (HQTA) 2045 – SCAG Region. Available online at: https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1_1?geometry=-118.636%2C34.000%2C-118.026%2C34.199*

Consistency with City of Los Angeles General Plan Air Quality Element

The Proposed Project would be consistent with the City's General Plan, specifically its Air Quality Element (see Section IV-3). While the Element did not explicitly address control of GHG emissions, global climate change, or resiliency objectives, it did identify several goals to reduce

criteria pollutant emissions that would also work to reduce GHG emissions that contribute to climate change, see **Table 14, Consistency with the Air Quality Element**.

Table 14
Project Consistency with the Air Quality Element

Goal	Consistency Analysis
Good air quality and mobility in an environment of continued population growth and health economy.	**Consistent:** The Proposed Project would construct 45 residential units with 15% set aside for very low-income household. The site is located near the Hollywood/Vine Station Metro B Line (Red); the Hollywood Blvd./Wilcox Ave. Bus Station for Metro Bus Line 217, 212, and 222 and the DASH Hollywood; and the Sunset Blvd./Wilcox Ave. Bus Station for Metro Bus Line 2. The project site will also provide 48 long-term bicycle parking spots and 6 short-term bicycle parking spots. Therefore, by placing housing near transit and providing opportunities for alternative mobility options, the Proposed Project will help improve air quality and mobility by reducing the number of gas/diesel-fueled vehicles on the road.
Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent:** The Proposed Project would construct 45 residential units with 15% set aside for very low-income household. The site is located near the Hollywood/Vine Station Metro B Line (Red); the Hollywood Blvd./Wilcox Ave. Bus Station for Metro Bus Line 217, 212, and 222 and the DASH Hollywood; and the Sunset Blvd./Wilcox Ave. Bus Station for Metro Bus Line 2. The project site will also provide 48 long-term bicycle parking spots and 6 short-term bicycle parking spots. Therefore, by placing housing near transit and providing opportunities for alternative mobility options, the Proposed Project will help improve air quality and mobility by reducing the number of gas/diesel-fueled vehicles on the road.
Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.	**Consistent:** The Proposed Project would minimize congestion impacts in the region because of the Project Site's proximity to public transit.
Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Proposed Project would replace an existing warehouse and garage space with a residential infill project near public transit. The site is identified by SCAG as located within a HQTA.[1]Therefore, Proposed Project is within with the Element's focus on growing near transit facilities.
Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and free parking.	**Consistent.** The Proposed Project would replace an existing warehouse and garage space with a residential infill project near public transit that will reduce single vehicle trips to and from the project site. Furthermore,

Table 14 Project Consistency with the Air Quality Element	
Goal	**Consistency Analysis**
	the Proposed Project will be required to be consistent with CalGreen and Title 24 standards.
Citizen awareness of the linkages between personal behavior and air pollution, and participation in efforts to reduce air pollution.	**Not Applicable.** The goal is focused on City outreach and public education about personal behavior and its connection to air pollution. The Proposed Project would not interfere with this goal.
Source: Impact Sciences 2021. *City of Los Angeles. Air Quality Element*. Available online at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.	

Consistency with City of Los Angeles Green New Deal

In 2019, the City of Los Angeles released the Green New Deal as an update to the City's 2015 Sustainable City pLAn. The City's Green New Deal is an expanded vision of the pLAn and aims to guide the City's transition to a more sustainable future. The Green New Deal sets forth a series of accelerated targets that will reduce GHG emissions. Many of these targets are not applicable at the project level, however, the Proposed Project will still further the overall goal where applicable, see **Table 15, Consistency with the City's Green New Deal**.

Table 15 Project Consistency with the City's Green New Deal	
Targets	**Consistency Analysis**
Supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.	**Not Applicable.** This measure is directed at energy providers to increase the amount of renewable energy created. The Proposed Project will not interfere with this target. The Proposed Project will comply with the required CalGreen and Title 24 building standards and the City of LA's Green Building Code. As part of the design, the Proposed Project will install Energy Star rated appliances, low-flow water fixtures, and drought-tolerant landscaping.
Source 70% of our water locally by 2035, and capture 150,000 acre feet per year of stormwater by 2035.	**Not Applicable.** This target is directed at water suppliers to increase the amount of local water provided. The Proposed Project would not interfere with this goal. The Proposed Project will install low-flow water fixtures and drought-tolerant landscaping to reduce local water demand.
Reduce building energy use per square foot for all types of buildings by 22% by 2035; 34% by 2035; and 44% by 2050.	**Consistent:** The Proposed Project is currently developed with a detached garage and warehouse with associated office space. The detached garage was constructed in 1925 and the warehouse was constructed in 1909. The Proposed Project will replace these land uses in order to construct a 45-unit residential building that will be required to adhere to the most recent building standards

Table 15
Project Consistency with the City's Green New Deal

Targets	Consistency Analysis
	including CalGreen, Title 24, and the City's Green Building Code. In addition, the Proposed Project will install low flow water fixtures and a drought tolerant landscape which will reduce energy use from water transport. As a result, the Proposed Project will result in a more efficient building per square foot than the existing project.
Reduce Vehicle Miles Traveled per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050.	**Consistent.** The Proposed Project would construct 45 residential units with 15% set aside for very low-income household. The site is located near the Hollywood/Vine Station Metro B Line (Red); the Hollywood Blvd./Wilcox Ave. Bus Station for Metro Bus Line 217, 212, and 222 and the DASH Hollywood; and the Sunset Blvd./Wilcox Ave. Bus Station for Metro Bus Line 2. The project site will also provide 48 long-term bicycle parking spots and 6 short-term bicycle parking spots. As a result, the Proposed Project will encourage active and public forms of transportation for residents, visitors, and employees which will reduce the amount of vehicle miles traveled.
Ensure 57% of new housing units are built within 1,500 feet of transit by 2035; and 75% by 2035.	**Consistent.** The Proposed Project site is located approximately 1,500 feet from the Hollywood/Vine Station Metro B Line (Red); approximately 750 feet from the Hollywood Blvd./Wilcox Ave. Bus Station for Metro Bus Line 217, 212, and 222 and the DASH Hollywood; and approximately 500 feet from the Sunset Blvd./Wilcox Ave. Bus Station for Metro Bus Line 2.
Increase the percentage of zero emission vehicles in the city by 25% by 2025; 80% by 2035; and 100% by 2050/	**Not Applicable.** This target is directed at the City of Los Angeles, not individual project. The Proposed Project would not interfere with implementation of this target.
Create 300,000 green jobs by 2035; and 400,000 by 2050	**Not Applicable.** This target is directed at the City of Los Angeles, not individual project. The Proposed Project would not interfere with implementation of this target.
Convert all city fleet vehicles to zero emission where technically feasible by 208.	**Not Applicable.** This target is directed at the City of Los Angeles, not individual project. The Proposed Project would not interfere with implementation of this target.
Reduce municipal GHG emissions 55% by 2025 and 65% by 2035 from 2008 baseline levels, reaching carbon neutral by 2045.	**Not Applicable.** This target is directed at the City of Los Angeles, not individual project. The Proposed Project would not interfere with implementation of this target.

Source: *Impact Sciences, 2021.*
City of Los Angeles. 2019. L.A.'s Green New Deal. Available online at: https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf.

Conclusion

The proposed project will replace a detached garage and warehouse building with a residential The site is located near the Hollywood/Vine Station Metro B Line (Red); the Hollywood Blvd./Wilcox Ave. Bus Station for Metro Bus Line 217, 212, and 222 and the DASH Hollywood; and the Sunset Blvd./Wilcox Ave. Bus Station for Metro Bus Line 2. As a result, future residents of the proposed project site will have access to a major transit stop as well as multiple bus lines which will promote transit use and reduce the vehicle trips to and from the project site. Additionally, the proposed project will include on-site bicycle parking to further promote other forms of transportation. Furthermore, the proposed project will be constructed consistent with CALGreen Building Code and Title 24 which will reduce on-site GHG emissions from area and energy sources. Finally, the project will include a series of design features that will increase water and energy efficiency including low-flow water fixtures, ENERGY STAR rated appliances, drought tolerant landscaping, and a high performance building envelope. For these reasons, the Proposed Project would have a less than significant impact in regard to GHG emissions.

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IMPACT
SCIENCES

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

6422 Selma Found Residences

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	38.00	Space	0.34	15,200.00	0
Apartments High Rise	45.00	Dwelling Unit	0.73	67,599.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 45 DU, 14 stories (high rise) with 38 parking spaces.

Construction Phase - Construction schedule based on applicant information.

Off-road Equipment - Equipment based on applicant information.

Grading - Applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment -

Demolition - Based on applicant info.

Trips and VMT - Applicant information

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

Architectural Coating - The project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available.

Vehicle Trips - Daily trip rates from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Woodstoves - SCAQMD Rule 445, no wood burning devices.

Area Coating - the project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule & project design/construction information.

Mobile Land Use Mitigation - 0.3 miles to red line. 11% below market.

Area Mitigation - 0 VOC res interior paint.

Energy Mitigation -

Water Mitigation - Use low flow water fixtures and drought tolerant planting as part of the project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	433.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	10.00	12.00
tblConstructionPhase	PhaseEndDate	11/9/2022	11/30/2023
tblConstructionPhase	PhaseEndDate	10/12/2022	10/30/2023
tblConstructionPhase	PhaseEndDate	12/28/2021	1/31/2022
tblConstructionPhase	PhaseEndDate	1/5/2022	2/14/2022
tblConstructionPhase	PhaseEndDate	10/26/2022	3/2/2022
tblConstructionPhase	PhaseStartDate	10/27/2022	10/31/2023
tblConstructionPhase	PhaseStartDate	1/6/2022	3/3/2022
tblConstructionPhase	PhaseStartDate	12/31/2021	2/1/2022
tblConstructionPhase	PhaseStartDate	10/13/2022	2/15/2022

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

tblFireplaces	NumberNoFireplace	4.50	0.00
tblFireplaces	NumberWood	2.25	0.00
tblLandUse	LandUseSquareFeet	45,000.00	67,599.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripNumber	0.00	106.00
tblVehicleTrips	ST_TR	4.53	3.82
tblVehicleTrips	SU_TR	3.59	3.82

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

tblVehicleTrips	WD_TR	4.45	3.82
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

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					
2021	0.0169	0.1891	0.1657	4.5000e-004	0.0465	6.7100e-003	0.0532	7.8000e-003	6.3800e-003	0.0142	0.0000	40.8764	40.8764	6.8300e-003	2.3800e-003	41.7553
2022	0.2854	2.3711	2.7063	5.7900e-003	0.0970	0.0939	0.1910	0.0217	0.0901	0.1118	0.0000	492.8106	492.8106	0.1027	5.9400e-003	497.1466
2023	0.3007	1.9846	2.4114	5.1100e-003	0.0519	0.0751	0.1270	0.0139	0.0722	0.0861	0.0000	431.4696	431.4696	0.0893	2.9600e-003	434.5821
Maximum	**0.3007**	**2.3711**	**2.7063**	**5.7900e-003**	**0.0970**	**0.0939**	**0.1910**	**0.0217**	**0.0901**	**0.1118**	**0.0000**	**492.8106**	**492.8106**	**0.1027**	**5.9400e-003**	**497.1466**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0169	0.1891	0.1657	4.5000e-004	0.0220	6.7100e-003	0.0287	4.0800e-003	6.3800e-003	0.0105	0.0000	40.8764	40.8764	6.8300e-003	2.3800e-003	41.7553
2022	0.2854	2.3711	2.7063	5.7900e-003	0.0746	0.0939	0.1685	0.0183	0.0901	0.1084	0.0000	492.8101	492.8101	0.1027	5.9400e-003	497.1460
2023	0.3007	1.9846	2.4114	5.1100e-003	0.0519	0.0751	0.1270	0.0139	0.0722	0.0861	0.0000	431.4691	431.4691	0.0893	2.9600e-003	434.5816
Maximum	**0.3007**	**2.3711**	**2.7063**	**5.7900e-003**	**0.0746**	**0.0939**	**0.1685**	**0.0183**	**0.0901**	**0.1084**	**0.0000**	**492.8101**	**492.8101**	**0.1027**	**5.9400e-003**	**497.1460**

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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**	**24.03**	**0.00**	**12.65**	**16.37**	**0.00**	**3.35**	**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	**12-1-2021**	**2-28-2022**	0.4803	0.4803
2	**3-1-2022**	**5-31-2022**	0.7093	0.7093
3	**6-1-2022**	**8-31-2022**	0.7175	0.7175
4	**9-1-2022**	**11-30-2022**	0.7104	0.7104
5	**12-1-2022**	**2-28-2023**	0.6740	0.6740
6	**3-1-2023**	**5-31-2023**	0.6727	0.6727
7	**6-1-2023**	**8-31-2023**	0.6724	0.6724
8	**9-1-2023**	**9-30-2023**	0.2192	0.2192
		Highest	0.7175	0.7175

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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	tons/yr										MT/yr					
Area	0.2657	0.0133	0.4680	8.0000e-005		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	9.9442	9.9442	9.1000e-004	1.7000e-004	10.0171
Energy	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	101.6971	101.6971	4.2300e-003	8.6000e-004	102.0591
Mobile	0.0939	0.1109	0.9931	2.1400e-003	0.2207	1.5700e-003	0.2222	0.0589	1.4600e-003	0.0603	0.0000	197.8730	197.8730	0.0136	8.6600e-003	200.7920
Waste						0.0000	0.0000		0.0000	0.0000	4.2019	0.0000	4.2019	0.2483	0.0000	10.4101
Water						0.0000	0.0000		0.0000	0.0000	0.9302	18.4284	19.3586	0.0964	2.3600e-003	22.4730
Total	**0.3618**	**0.1428**	**1.4690**	**2.3400e-003**	**0.2207**	**6.2900e-003**	**0.2270**	**0.0589**	**6.1800e-003**	**0.0651**	**5.1321**	**327.9428**	**333.0749**	**0.3635**	**0.0121**	**345.7512**

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	0.2657	0.0133	0.4680	8.0000e-005		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	9.9442	9.9442	9.1000e-004	1.7000e-004	10.0171
Energy	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	101.6971	101.6971	4.2300e-003	8.6000e-004	102.0591
Mobile	0.0862	0.0974	0.8699	1.8300e-003	0.1878	1.3600e-003	0.1891	0.0501	1.2600e-003	0.0514	0.0000	168.9842	168.9842	0.0121	7.6200e-003	171.5570
Waste						0.0000	0.0000		0.0000	0.0000	4.2019	0.0000	4.2019	0.2483	0.0000	10.4101
Water						0.0000	0.0000		0.0000	0.0000	0.7441	15.6387	16.3828	0.0772	1.9000e-003	18.8769
Total	**0.3541**	**0.1294**	**1.3458**	**2.0300e-003**	**0.1878**	**6.0800e-003**	**0.1938**	**0.0501**	**5.9800e-003**	**0.0561**	**4.9460**	**296.2643**	**301.2103**	**0.3427**	**0.0106**	**312.9202**

	ROG	NOx	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	**2.12**	**9.40**	**8.39**	**13.25**	**14.91**	**3.34**	**14.60**	**14.91**	**3.24**	**13.80**	**3.63**	**9.66**	**9.57**	**5.71**	**12.45**	**9.50**

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	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	2/14/2022	5	10	
3	Building Construction	Building Construction	3/3/2022	10/30/2023	5	433	

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

4	Paving	Paving	2/15/2022	3/2/2022	5	12	
5	Architectural Coating	Architectural Coating	10/31/2023	11/30/2023	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.34

Residential Indoor: 136,888; Residential Outdoor: 45,629; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Paving	Surfacing Equipment	1	8.00	263	0.30
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Signal Boards	4	8.00	6	0.82
Demolition	Excavators	1	8.00	158	0.38
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
Grading	Rollers	1	8.00	80	0.38
Grading	Excavators	1	8.00	158	0.38
Demolition	Rough Terrain Forklifts	1	8.00	100	0.40
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Rough Terrain Forklifts	1	8.00	100	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Building Construction	Welders	3	8.00	46	0.45
Demolition	Signal Boards	2	8.00	6	0.82
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Grading	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Signal Boards	4	8.00	6	0.82
Building Construction	Skid Steer Loaders	2	8.00	65	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	7	18.00	0.00	712.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	106.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Building Construction	14	39.00	7.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0403	0.0000	0.0403	6.0900e-003	0.0000	6.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1425	0.1476	2.8000e-004		6.1800e-003	6.1800e-003		5.8700e-003	5.8700e-003	0.0000	24.3151	24.3151	6.0000e-003	0.0000	24.4650
Total	**0.0146**	**0.1425**	**0.1476**	**2.8000e-004**	**0.0403**	**6.1800e-003**	**0.0464**	**6.0900e-003**	**5.8700e-003**	**0.0120**	**0.0000**	**24.3151**	**24.3151**	**6.0000e-003**	**0.0000**	**24.4650**

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	1.4800e-003	0.0459	9.7000e-003	1.5000e-004	4.0000e-003	5.1000e-004	4.5200e-003	1.1000e-003	4.9000e-004	1.5900e-003	0.0000	14.6357	14.6357	7.7000e-004	2.3200e-003	15.3466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.7000e-004	8.4000e-003	2.0000e-005	2.2700e-003	2.0000e-005	2.2800e-003	6.0000e-004	1.0000e-005	6.2000e-004	0.0000	1.9256	1.9256	6.0000e-005	6.0000e-005	1.9437
Total	**2.2500e-003**	**0.0466**	**0.0181**	**1.7000e-004**	**6.2700e-003**	**5.3000e-004**	**6.8000e-003**	**1.7000e-003**	**5.0000e-004**	**2.2100e-003**	**0.0000**	**16.5613**	**16.5613**	**8.3000e-004**	**2.3800e-003**	**17.2903**

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

3.2 Demolition - 2021

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					0.0157	0.0000	0.0157	2.3800e-003	0.0000	2.3800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1425	0.1476	2.8000e-004		6.1800e-003	6.1800e-003		5.8700e-003	5.8700e-003	0.0000	24.3151	24.3151	6.0000e-003	0.0000	24.4650
Total	**0.0146**	**0.1425**	**0.1476**	**2.8000e-004**	**0.0157**	**6.1800e-003**	**0.0219**	**2.3800e-003**	**5.8700e-003**	**8.2500e-003**	**0.0000**	**24.3151**	**24.3151**	**6.0000e-003**	**0.0000**	**24.4650**

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	1.4800e-003	0.0459	9.7000e-003	1.5000e-004	4.0000e-003	5.1000e-004	4.5200e-003	1.1000e-003	4.9000e-004	1.5900e-003	0.0000	14.6357	14.6357	7.7000e-004	2.3200e-003	15.3466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.7000e-004	8.4000e-003	2.0000e-005	2.2700e-003	2.0000e-005	2.2800e-003	6.0000e-004	1.0000e-005	6.2000e-004	0.0000	1.9256	1.9256	6.0000e-005	6.0000e-005	1.9437
Total	**2.2500e-003**	**0.0466**	**0.0181**	**1.7000e-004**	**6.2700e-003**	**5.3000e-004**	**6.8000e-003**	**1.7000e-003**	**5.0000e-004**	**2.2100e-003**	**0.0000**	**16.5613**	**16.5613**	**8.3000e-004**	**2.3800e-003**	**17.2903**

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3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0368	0.0000	0.0368	5.5600e-003	0.0000	5.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1127	0.1337	2.6000e-004		4.7400e-003	4.7400e-003		4.5100e-003	4.5100e-003	0.0000	22.2049	22.2049	5.4600e-003	0.0000	22.3414
Total	**0.0121**	**0.1127**	**0.1337**	**2.6000e-004**	**0.0368**	**4.7400e-003**	**0.0415**	**5.5600e-003**	**4.5100e-003**	**0.0101**	**0.0000**	**22.2049**	**22.2049**	**5.4600e-003**	**0.0000**	**22.3414**

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	9.4000e-004	0.0367	7.7800e-003	1.3000e-004	3.6500e-003	2.6000e-004	3.9200e-003	1.0000e-003	2.5000e-004	1.2600e-003	0.0000	13.0050	13.0050	6.9000e-004	2.0600e-003	13.6373
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.4000e-004	7.0100e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7034	1.7034	5.0000e-005	5.0000e-005	1.7184
Total	**1.5900e-003**	**0.0373**	**0.0148**	**1.5000e-004**	**5.7200e-003**	**2.7000e-004**	**6.0000e-003**	**1.5500e-003**	**2.6000e-004**	**1.8200e-003**	**0.0000**	**14.7083**	**14.7083**	**7.4000e-004**	**2.1100e-003**	**15.3557**

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

3.2 Demolition - 2022

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					0.0143	0.0000	0.0143	2.1700e-003	0.0000	2.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1127	0.1337	2.6000e-004		4.7400e-003	4.7400e-003		4.5100e-003	4.5100e-003	0.0000	22.2049	22.2049	5.4600e-003	0.0000	22.3413
Total	**0.0121**	**0.1127**	**0.1337**	**2.6000e-004**	**0.0143**	**4.7400e-003**	**0.0191**	**2.1700e-003**	**4.5100e-003**	**6.6800e-003**	**0.0000**	**22.2049**	**22.2049**	**5.4600e-003**	**0.0000**	**22.3413**

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	9.4000e-004	0.0367	7.7800e-003	1.3000e-004	3.6500e-003	2.6000e-004	3.9200e-003	1.0000e-003	2.5000e-004	1.2600e-003	0.0000	13.0050	13.0050	6.9000e-004	2.0600e-003	13.6373
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.4000e-004	7.0100e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7034	1.7034	5.0000e-005	5.0000e-005	1.7184
Total	**1.5900e-003**	**0.0373**	**0.0148**	**1.5000e-004**	**5.7200e-003**	**2.7000e-004**	**6.0000e-003**	**1.5500e-003**	**2.6000e-004**	**1.8200e-003**	**0.0000**	**14.7083**	**14.7083**	**7.4000e-004**	**2.1100e-003**	**15.3557**

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0441	0.0599	9.0000e-005		2.0300e-003	2.0300e-003		1.8900e-003	1.8900e-003	0.0000	7.9451	7.9451	2.3700e-003	0.0000	8.0045
Total	**4.6200e-003**	**0.0441**	**0.0599**	**9.0000e-005**	**0.0000**	**2.0300e-003**	**2.0300e-003**	**0.0000**	**1.8900e-003**	**1.8900e-003**	**0.0000**	**7.9451**	**7.9451**	**2.3700e-003**	**0.0000**	**8.0045**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0115	2.4300e-003	4.0000e-005	1.1400e-003	8.0000e-005	1.2200e-003	3.1000e-004	8.0000e-005	3.9000e-004	0.0000	4.0567	4.0567	2.2000e-004	6.4000e-004	4.2539
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.3000e-004	4.2600e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0364	1.0364	3.0000e-005	3.0000e-005	1.0456
Total	**6.8000e-004**	**0.0118**	**6.6900e-003**	**5.0000e-005**	**2.4000e-003**	**9.0000e-005**	**2.4900e-003**	**6.4000e-004**	**9.0000e-005**	**7.3000e-004**	**0.0000**	**5.0931**	**5.0931**	**2.5000e-004**	**6.7000e-004**	**5.2995**

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0441	0.0599	9.0000e-005		2.0300e-003	2.0300e-003		1.8900e-003	1.8900e-003	0.0000	7.9451	7.9451	2.3700e-003	0.0000	8.0045
Total	**4.6200e-003**	**0.0441**	**0.0599**	**9.0000e-005**	**0.0000**	**2.0300e-003**	**2.0300e-003**	**0.0000**	**1.8900e-003**	**1.8900e-003**	**0.0000**	**7.9451**	**7.9451**	**2.3700e-003**	**0.0000**	**8.0045**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0115	2.4300e-003	4.0000e-005	1.1400e-003	8.0000e-005	1.2200e-003	3.1000e-004	8.0000e-005	3.9000e-004	0.0000	4.0567	4.0567	2.2000e-004	6.4000e-004	4.2539
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.3000e-004	4.2600e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0364	1.0364	3.0000e-005	3.0000e-005	1.0456
Total	**6.8000e-004**	**0.0118**	**6.6900e-003**	**5.0000e-005**	**2.4000e-003**	**9.0000e-005**	**2.4900e-003**	**6.4000e-004**	**9.0000e-005**	**7.3000e-004**	**0.0000**	**5.0931**	**5.0931**	**2.5000e-004**	**6.7000e-004**	**5.2995**

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2449	2.0602	2.2556	4.5400e-003		0.0836	0.0836		0.0803	0.0803	0.0000	378.7830	378.7830	0.0888	0.0000	381.0039
Total	**0.2449**	**2.0602**	**2.2556**	**4.5400e-003**		**0.0836**	**0.0836**		**0.0803**	**0.0803**	**0.0000**	**378.7830**	**378.7830**	**0.0888**	**0.0000**	**381.0039**

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	1.4800e-003	0.0391	0.0130	1.5000e-004	4.7900e-003	3.5000e-004	5.1400e-003	1.3800e-003	3.4000e-004	1.7200e-003	0.0000	14.5033	14.5033	4.8000e-004	2.0900e-003	15.1388
Worker	0.0145	0.0121	0.1569	4.2000e-004	0.0464	3.0000e-004	0.0467	0.0123	2.8000e-004	0.0126	0.0000	38.1360	38.1360	1.0900e-003	1.0400e-003	38.4740
Total	**0.0160**	**0.0511**	**0.1698**	**5.7000e-004**	**0.0512**	**6.5000e-004**	**0.0518**	**0.0137**	**6.2000e-004**	**0.0143**	**0.0000**	**52.6393**	**52.6393**	**1.5700e-003**	**3.1300e-003**	**53.6128**

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

3.4 Building Construction - 2022

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	0.2449	2.0602	2.2556	4.5400e-003		0.0836	0.0836		0.0803	0.0803	0.0000	378.7825	378.7825	0.0888	0.0000	381.0035
Total	**0.2449**	**2.0602**	**2.2556**	**4.5400e-003**		**0.0836**	**0.0836**		**0.0803**	**0.0803**	**0.0000**	**378.7825**	**378.7825**	**0.0888**	**0.0000**	**381.0035**

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	1.4800e-003	0.0391	0.0130	1.5000e-004	4.7900e-003	3.5000e-004	5.1400e-003	1.3800e-003	3.4000e-004	1.7200e-003	0.0000	14.5033	14.5033	4.8000e-004	2.0900e-003	15.1388
Worker	0.0145	0.0121	0.1569	4.2000e-004	0.0464	3.0000e-004	0.0467	0.0123	2.8000e-004	0.0126	0.0000	38.1360	38.1360	1.0900e-003	1.0400e-003	38.4740
Total	**0.0160**	**0.0511**	**0.1698**	**5.7000e-004**	**0.0512**	**6.5000e-004**	**0.0518**	**0.0137**	**6.2000e-004**	**0.0143**	**0.0000**	**52.6393**	**52.6393**	**1.5700e-003**	**3.1300e-003**	**53.6128**

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

3.4 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	0.2290	1.9283	2.2325	4.5300e-003		0.0739	0.0739		0.0710	0.0710	0.0000	377.2462	377.2462	0.0876	0.0000	379.4372
Total	**0.2290**	**1.9283**	**2.2325**	**4.5300e-003**		**0.0739**	**0.0739**		**0.0710**	**0.0710**	**0.0000**	**377.2462**	**377.2462**	**0.0876**	**0.0000**	**379.4372**

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	8.5000e-004	0.0305	0.0114	1.4000e-004	4.7600e-003	1.5000e-004	4.9100e-003	1.3800e-003	1.4000e-004	1.5200e-003	0.0000	13.7458	13.7458	4.6000e-004	1.9800e-003	14.3468
Worker	0.0134	0.0106	0.1435	4.0000e-004	0.0462	2.8000e-004	0.0464	0.0123	2.6000e-004	0.0125	0.0000	36.7389	36.7389	9.8000e-004	9.6000e-004	37.0483
Total	**0.0142**	**0.0411**	**0.1549**	**5.4000e-004**	**0.0509**	**4.3000e-004**	**0.0514**	**0.0136**	**4.0000e-004**	**0.0140**	**0.0000**	**50.4847**	**50.4847**	**1.4400e-003**	**2.9400e-003**	**51.3951**

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

3.4 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	0.2290	1.9283	2.2325	4.5300e-003		0.0739	0.0739		0.0710	0.0710	0.0000	377.2458	377.2458	0.0876	0.0000	379.4367
Total	**0.2290**	**1.9283**	**2.2325**	**4.5300e-003**		**0.0739**	**0.0739**		**0.0710**	**0.0710**	**0.0000**	**377.2458**	**377.2458**	**0.0876**	**0.0000**	**379.4367**

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	8.5000e-004	0.0305	0.0114	1.4000e-004	4.7600e-003	1.5000e-004	4.9100e-003	1.3800e-003	1.4000e-004	1.5200e-003	0.0000	13.7458	13.7458	4.6000e-004	1.9800e-003	14.3468
Worker	0.0134	0.0106	0.1435	4.0000e-004	0.0462	2.8000e-004	0.0464	0.0123	2.6000e-004	0.0125	0.0000	36.7389	36.7389	9.8000e-004	9.6000e-004	37.0483
Total	**0.0142**	**0.0411**	**0.1549**	**5.4000e-004**	**0.0509**	**4.3000e-004**	**0.0514**	**0.0136**	**4.0000e-004**	**0.0140**	**0.0000**	**50.4847**	**50.4847**	**1.4400e-003**	**2.9400e-003**	**51.3951**

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

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.2300e-003	0.0536	0.0625	1.2000e-004		2.5600e-003	2.5600e-003		2.3600e-003	2.3600e-003	0.0000	10.6257	10.6257	3.3900e-003	0.0000	10.7105
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.2300e-003**	**0.0536**	**0.0625**	**1.2000e-004**		**2.5600e-003**	**2.5600e-003**		**2.3600e-003**	**2.3600e-003**	**0.0000**	**10.6257**	**10.6257**	**3.3900e-003**	**0.0000**	**10.7105**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.6000e-004	3.3400e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8111	0.8111	2.0000e-005	2.0000e-005	0.8183
Total	**3.1000e-004**	**2.6000e-004**	**3.3400e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8111**	**0.8111**	**2.0000e-005**	**2.0000e-005**	**0.8183**

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

3.5 Paving - 2022

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	5.2300e-003	0.0536	0.0625	1.2000e-004		2.5600e-003	2.5600e-003		2.3600e-003	2.3600e-003	0.0000	10.6257	10.6257	3.3900e-003	0.0000	10.7105
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.2300e-003**	**0.0536**	**0.0625**	**1.2000e-004**		**2.5600e-003**	**2.5600e-003**		**2.3600e-003**	**2.3600e-003**	**0.0000**	**10.6257**	**10.6257**	**3.3900e-003**	**0.0000**	**10.7105**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.6000e-004	3.3400e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8111	0.8111	2.0000e-005	2.0000e-005	0.8183
Total	**3.1000e-004**	**2.6000e-004**	**3.3400e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8111**	**0.8111**	**2.0000e-005**	**2.0000e-005**	**0.8183**

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

3.6 Architectural Coating - 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					
Archit. Coating	0.0550					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-003	0.0150	0.0208	3.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	2.9362	2.9362	1.8000e-004	0.0000	2.9406
Total	**0.0572**	**0.0150**	**0.0208**	**3.0000e-005**		**8.1000e-004**	**8.1000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.9362**	**2.9362**	**1.8000e-004**	**0.0000**	**2.9406**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.3000e-004	3.1300e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.7000e-004	0.0000	0.8025	0.8025	2.0000e-005	2.0000e-005	0.8092
Total	**2.9000e-004**	**2.3000e-004**	**3.1300e-003**	**1.0000e-005**	**1.0100e-003**	**1.0000e-005**	**1.0100e-003**	**2.7000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8025**	**0.8025**	**2.0000e-005**	**2.0000e-005**	**0.8092**

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

3.6 Architectural Coating - 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					
Archit. Coating	0.0550					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-003	0.0150	0.0208	3.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	2.9362	2.9362	1.8000e-004	0.0000	2.9406
Total	**0.0572**	**0.0150**	**0.0208**	**3.0000e-005**		**8.1000e-004**	**8.1000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.9362**	**2.9362**	**1.8000e-004**	**0.0000**	**2.9406**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.3000e-004	3.1300e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.7000e-004	0.0000	0.8025	0.8025	2.0000e-005	2.0000e-005	0.8092
Total	**2.9000e-004**	**2.3000e-004**	**3.1300e-003**	**1.0000e-005**	**1.0100e-003**	**1.0000e-005**	**1.0100e-003**	**2.7000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8025**	**0.8025**	**2.0000e-005**	**2.0000e-005**	**0.8092**

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

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive 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	0.0862	0.0974	0.8699	1.8300e-003	0.1878	1.3600e-003	0.1891	0.0501	1.2600e-003	0.0514	0.0000	168.9842	168.9842	0.0121	7.6200e-003	171.5570
Unmitigated	0.0939	0.1109	0.9931	2.1400e-003	0.2207	1.5700e-003	0.2222	0.0589	1.4600e-003	0.0603	0.0000	197.8730	197.8730	0.0136	8.6600e-003	200.7920

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	171.90	171.90	171.90	587,408	499,796
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	171.90	171.90	171.90	587,408	499,796

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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

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	80.0589	80.0589	3.8200e-003	4.6000e-004	80.2922
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	80.0589	80.0589	3.8200e-003	4.6000e-004	80.2922
NaturalGas Mitigated	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6383	21.6383	4.1000e-004	4.0000e-004	21.7669
NaturalGas Unmitigated	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6383	21.6383	4.1000e-004	4.0000e-004	21.7669

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					
Apartments High Rise	405486	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6383	21.6383	4.1000e-004	4.0000e-004	21.7669
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1900e-003**	**0.0187**	**7.9500e-003**	**1.2000e-004**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**21.6383**	**21.6383**	**4.1000e-004**	**4.0000e-004**	**21.7669**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	405486	2.1900e-003	0.0187	7.9500e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6383	21.6383	4.1000e-004	4.0000e-004	21.7669
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1900e-003**	**0.0187**	**7.9500e-003**	**1.2000e-004**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**21.6383**	**21.6383**	**4.1000e-004**	**4.0000e-004**	**21.7669**

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			
Apartments High Rise	172377	54.1050	2.5800e-003	3.1000e-004	54.2627
Enclosed Parking with Elevator	82688	25.9539	1.2400e-003	1.5000e-004	26.0295
Total		**80.0589**	**3.8200e-003**	**4.6000e-004**	**80.2922**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	172377	54.1050	2.5800e-003	3.1000e-004	54.2627
Enclosed Parking with Elevator	82688	25.9539	1.2400e-003	1.5000e-004	26.0295
Total		**80.0589**	**3.8200e-003**	**4.6000e-004**	**80.2922**

6.0 Area Detail

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2657	0.0133	0.4680	8.0000e-005		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	9.9442	9.9442	9.1000e-004	1.7000e-004	10.0171
Unmitigated	0.2657	0.0133	0.4680	8.0000e-005		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	9.9442	9.9442	9.1000e-004	1.7000e-004	10.0171

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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	5.5000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.3000e-004	7.9300e-003	3.3800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1853	9.1853	1.8000e-004	1.7000e-004	9.2398
Landscaping	0.0140	5.3600e-003	0.4647	2.0000e-005		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	0.7590	0.7590	7.3000e-004	0.0000	0.7773
Total	**0.2657**	**0.0133**	**0.4680**	**7.0000e-005**		**3.2100e-003**	**3.2100e-003**		**3.2100e-003**	**3.2100e-003**	**0.0000**	**9.9442**	**9.9442**	**9.1000e-004**	**1.7000e-004**	**10.0171**

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	5.5000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.3000e-004	7.9300e-003	3.3800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1853	9.1853	1.8000e-004	1.7000e-004	9.2398
Landscaping	0.0140	5.3600e-003	0.4647	2.0000e-005		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	0.7590	0.7590	7.3000e-004	0.0000	0.7773
Total	**0.2657**	**0.0133**	**0.4680**	**7.0000e-005**		**3.2100e-003**	**3.2100e-003**		**3.2100e-003**	**3.2100e-003**	**0.0000**	**9.9442**	**9.9442**	**9.1000e-004**	**1.7000e-004**	**10.0171**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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	16.3828	0.0772	1.9000e-003	18.8769
Unmitigated	19.3586	0.0964	2.3600e-003	22.4730

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	2.93193 / 1.84839	19.3586	0.0964	2.3600e-003	22.4730
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**19.3586**	**0.0964**	**2.3600e-003**	**22.4730**

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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			
Apartments High Rise	2.34554 / 1.73564	16.3828	0.0772	1.9000e-003	18.8769
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**16.3828**	**0.0772**	**1.9000e-003**	**18.8769**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.2019	0.2483	0.0000	10.4101
Unmitigated	4.2019	0.2483	0.0000	10.4101

6422 Selma Found Residences - Los Angeles-South Coast County, Annual

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

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	20.7	4.2019	0.2483	0.0000	10.4101
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**4.2019**	**0.2483**	**0.0000**	**10.4101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	20.7	4.2019	0.2483	0.0000	10.4101
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**4.2019**	**0.2483**	**0.0000**	**10.4101**

9.0 Operational Offroad

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

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

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

6422 Selma Found Residences

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	38.00	Space	0.34	15,200.00	0
Apartments High Rise	45.00	Dwelling Unit	0.73	67,599.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 45 DU, 14 stories (high rise) with 38 parking spaces.

Construction Phase - Construction schedule based on applicant information.

Off-road Equipment - Equipment based on applicant information.

Grading - Applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment -

Demolition - Based on applicant info.

Trips and VMT - Applicant information

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

Architectural Coating - The project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available.

Vehicle Trips - Daily trip rates from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Woodstoves - SCAQMD Rule 445, no wood burning devices.

Area Coating - the project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule & project design/construction information.

Mobile Land Use Mitigation - 0.3 miles to red line. 11% below market.

Area Mitigation - 0 VOC res interior paint.

Energy Mitigation -

Water Mitigation - Use low flow water fixtures and drought tolerant planting as part of the project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	433.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	10.00	12.00
tblConstructionPhase	PhaseEndDate	11/9/2022	11/30/2023
tblConstructionPhase	PhaseEndDate	10/12/2022	10/30/2023
tblConstructionPhase	PhaseEndDate	12/28/2021	1/31/2022
tblConstructionPhase	PhaseEndDate	1/5/2022	2/14/2022
tblConstructionPhase	PhaseEndDate	10/26/2022	3/2/2022
tblConstructionPhase	PhaseStartDate	10/27/2022	10/31/2023
tblConstructionPhase	PhaseStartDate	1/6/2022	3/3/2022
tblConstructionPhase	PhaseStartDate	12/31/2021	2/1/2022
tblConstructionPhase	PhaseStartDate	10/13/2022	2/15/2022

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

tblFireplaces	NumberNoFireplace	4.50	0.00
tblFireplaces	NumberWood	2.25	0.00
tblLandUse	LandUseSquareFeet	45,000.00	67,599.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripNumber	0.00	106.00
tblVehicleTrips	ST_TR	4.53	3.82
tblVehicleTrips	SU_TR	3.59	3.82

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

tblVehicleTrips	WD_TR	4.45	3.82
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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					
2021	1.4671	16.2295	14.4453	0.0393	4.0549	0.5837	4.6386	0.6803	0.5547	1.2350	0.0000	3,925.5335	3,925.5335	0.6543	0.2274	4,009.6455
2022	2.4063	19.4298	22.4418	0.0472	4.0549	0.7762	4.5330	0.6803	0.7458	1.1353	0.0000	4,398.6306	4,398.6306	0.9185	0.2211	4,430.8267
2023	4.9987	18.2101	22.1850	0.0471	0.4808	0.6878	1.1685	0.1285	0.6608	0.7893	0.0000	4,380.6231	4,380.6231	0.9090	0.0292	4,412.0374
Maximum	**4.9987**	**19.4298**	**22.4418**	**0.0472**	**4.0549**	**0.7762**	**4.6386**	**0.6803**	**0.7458**	**1.2350**	**0.0000**	**4,398.6306**	**4,398.6306**	**0.9185**	**0.2274**	**4,430.8267**

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					
2021	1.4671	16.2295	14.4453	0.0393	1.9200	0.5837	2.5038	0.3571	0.5547	0.9118	0.0000	3,925.5335	3,925.5335	0.6543	0.2274	4,009.6455
2022	2.4063	19.4298	22.4418	0.0472	1.9201	0.7762	2.3982	0.3571	0.7458	0.8743	0.0000	4,398.6306	4,398.6306	0.9185	0.2211	4,430.8267
2023	4.9987	18.2101	22.1850	0.0471	0.4808	0.6878	1.1685	0.1285	0.6608	0.7893	0.0000	4,380.6231	4,380.6231	0.9090	0.0292	4,412.0374
Maximum	**4.9987**	**19.4298**	**22.4418**	**0.0472**	**1.9201**	**0.7762**	**2.5038**	**0.3571**	**0.7458**	**0.9118**	**0.0000**	**4,398.6306**	**4,398.6306**	**0.9185**	**0.2274**	**4,430.8267**

6422 Selma Found Residences - Los Angeles-South Coast County, 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	49.70	0.00	41.29	43.41	0.00	18.49	0.00	0.00	0.00	0.00	0.00	0.00

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Energy	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Mobile	0.5340	0.5556	5.5407	0.0122	1.2366	8.6500e-003	1.2452	0.3294	8.0300e-003	0.3374		1,238.5580	1,238.5580	0.0804	0.0499	1,255.4216
Total	**2.1064**	**1.3353**	**9.5715**	**0.0171**	**1.2366**	**0.0888**	**1.3254**	**0.3294**	**0.0882**	**0.4176**	**0.0000**	**2,185.9477**	**2,185.9477**	**0.1049**	**0.0671**	**2,208.5627**

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	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Energy	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Mobile	0.4923	0.4888	4.8325	0.0104	1.0522	7.4600e-003	1.0596	0.2803	6.9300e-003	0.2872		1,057.5694	1,057.5694	0.0713	0.0439	1,072.4316
Total	**2.0647**	**1.2685**	**8.8633**	**0.0153**	**1.0522**	**0.0876**	**1.1398**	**0.2803**	**0.0871**	**0.3673**	**0.0000**	**2,004.9591**	**2,004.9591**	**0.0958**	**0.0611**	**2,025.5727**

6422 Selma Found Residences - Los Angeles-South Coast County, 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	1.98	5.00	7.40	10.38	14.92	1.34	14.00	14.91	1.25	12.03	0.00	8.28	8.28	8.67	8.88	8.29

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	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	2/14/2022	5	10	
3	Building Construction	Building Construction	3/3/2022	10/30/2023	5	433	
4	Paving	Paving	2/15/2022	3/2/2022	5	12	
5	Architectural Coating	Architectural Coating	10/31/2023	11/30/2023	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.34

Residential Indoor: 136,888; Residential Outdoor: 45,629; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Paving	Surfacing Equipment	1	8.00	263	0.30
Building Construction	Generator Sets	1	8.00	84	0.74

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

Grading	Signal Boards	4	8.00	6	0.82
Demolition	Excavators	1	8.00	158	0.38
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
Grading	Rollers	1	8.00	80	0.38
Grading	Excavators	1	8.00	158	0.38
Demolition	Rough Terrain Forklifts	1	8.00	100	0.40
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Rough Terrain Forklifts	1	8.00	100	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Building Construction	Welders	3	8.00	46	0.45
Demolition	Signal Boards	2	8.00	6	0.82
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Grading	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Signal Boards	4	8.00	6	0.82
Building Construction	Skid Steer Loaders	2	8.00	65	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	7	18.00	0.00	712.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	106.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Building Construction	14	39.00	7.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT

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

Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4997	0.0000	3.4997	0.5299	0.0000	0.5299			0.0000			0.0000
Off-Road	1.2704	12.3897	12.8307	0.0246		0.5376	0.5376		0.5107	0.5107		2,330.6776	2,330.6776	0.5749		2,345.0492
Total	**1.2704**	**12.3897**	**12.8307**	**0.0246**	**3.4997**	**0.5376**	**4.0374**	**0.5299**	**0.5107**	**1.0406**		**2,330.6776**	**2,330.6776**	**0.5749**		**2,345.0492**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1291	3.7881	0.8385	0.0128	0.3540	0.0447	0.3986	0.0970	0.0428	0.1398		1,402.8239	1,402.8239	0.0737	0.2225	1,470.9596
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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.1967**	**3.8399**	**1.6146**	**0.0147**	**0.5552**	**0.0461**	**0.6012**	**0.1504**	**0.0440**	**0.1944**		**1,594.8559**	**1,594.8559**	**0.0794**	**0.2274**	**1,664.5963**

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					1.3649	0.0000	1.3649	0.2067	0.0000	0.2067			0.0000			0.0000
Off-Road	1.2704	12.3897	12.8307	0.0246		0.5376	0.5376		0.5107	0.5107	0.0000	2,330.6776	2,330.6776	0.5749		2,345.0492
Total	**1.2704**	**12.3897**	**12.8307**	**0.0246**	**1.3649**	**0.5376**	**1.9025**	**0.2067**	**0.5107**	**0.7174**	**0.0000**	**2,330.6776**	**2,330.6776**	**0.5749**		**2,345.0492**

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

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1291	3.7881	0.8385	0.0128	0.3540	0.0447	0.3986	0.0970	0.0428	0.1398		1,402.8239	1,402.8239	0.0737	0.2225	1,470.9596
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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.1967**	**3.8399**	**1.6146**	**0.0147**	**0.5552**	**0.0461**	**0.6012**	**0.1504**	**0.0440**	**0.1944**		**1,594.8559**	**1,594.8559**	**0.0794**	**0.2274**	**1,664.5963**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4997	0.0000	3.4997	0.5299	0.0000	0.5299			0.0000			0.0000
Off-Road	1.1477	10.7309	12.7286	0.0246		0.4516	0.4516		0.4298	0.4298		2,331.1172	2,331.1172	0.5729		2,345.4403
Total	**1.1477**	**10.7309**	**12.7286**	**0.0246**	**3.4997**	**0.4516**	**3.9513**	**0.5299**	**0.4298**	**0.9596**		**2,331.1172**	**2,331.1172**	**0.5729**		**2,345.4403**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0899	3.3205	0.7364	0.0125	0.3540	0.0252	0.3792	0.0970	0.0241	0.1211		1,365.1550	1,365.1550	0.0728	0.2166	1,431.5244
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	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	**0.1522**	**3.3659**	**1.4448**	**0.0143**	**0.5552**	**0.0265**	**0.5816**	**0.1504**	**0.0253**	**0.1757**		**1,551.1745**	**1,551.1745**	**0.0779**	**0.2211**	**1,619.0129**

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					1.3649	0.0000	1.3649	0.2067	0.0000	0.2067			0.0000			0.0000
Off-Road	1.1477	10.7309	12.7286	0.0246		0.4516	0.4516		0.4298	0.4298	0.0000	2,331.1172	2,331.1172	0.5729		2,345.4403
Total	**1.1477**	**10.7309**	**12.7286**	**0.0246**	**1.3649**	**0.4516**	**1.8165**	**0.2067**	**0.4298**	**0.6364**	**0.0000**	**2,331.1172**	**2,331.1172**	**0.5729**		**2,345.4403**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0899	3.3205	0.7364	0.0125	0.3540	0.0252	0.3792	0.0970	0.0241	0.1211		1,365.1550	1,365.1550	0.0728	0.2166	1,431.5244
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	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	**0.1522**	**3.3659**	**1.4448**	**0.0143**	**0.5552**	**0.0265**	**0.5816**	**0.1504**	**0.0253**	**0.1757**		**1,551.1745**	**1,551.1745**	**0.0779**	**0.2211**	**1,619.0129**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.9248	8.8245	11.9696	0.0188		0.4067	0.4067		0.3786	0.3786		1,751.6035	1,751.6035	0.5232		1,764.6832
Total	**0.9248**	**8.8245**	**11.9696**	**0.0188**	**0.0000**	**0.4067**	**0.4067**	**0.0000**	**0.3786**	**0.3786**		**1,751.6035**	**1,751.6035**	**0.5232**		**1,764.6832**

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

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0589	2.1751	0.4824	8.1600e-003	0.2319	0.0165	0.2484	0.0636	0.0158	0.0794		894.2532	894.2532	0.0477	0.1419	937.7289
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	0.0796	0.0581	0.9052	2.3500e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		237.6916	237.6916	6.4800e-003	5.7600e-003	239.5686
Total	**0.1385**	**2.2332**	**1.3876**	**0.0105**	**0.4890**	**0.0181**	**0.5071**	**0.1318**	**0.0173**	**0.1490**		**1,131.9449**	**1,131.9449**	**0.0542**	**0.1477**	**1,177.2975**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.9248	8.8245	11.9696	0.0188		0.4067	0.4067		0.3786	0.3786	0.0000	1,751.6035	1,751.6035	0.5232		1,764.6832
Total	**0.9248**	**8.8245**	**11.9696**	**0.0188**	**0.0000**	**0.4067**	**0.4067**	**0.0000**	**0.3786**	**0.3786**	**0.0000**	**1,751.6035**	**1,751.6035**	**0.5232**		**1,764.6832**

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0589	2.1751	0.4824	8.1600e-003	0.2319	0.0165	0.2484	0.0636	0.0158	0.0794		894.2532	894.2532	0.0477	0.1419	937.7289
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	0.0796	0.0581	0.9052	2.3500e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		237.6916	237.6916	6.4800e-003	5.7600e-003	239.5686
Total	**0.1385**	**2.2332**	**1.3876**	**0.0105**	**0.4890**	**0.0181**	**0.5071**	**0.1318**	**0.0173**	**0.1490**		**1,131.9449**	**1,131.9449**	**0.0542**	**0.1477**	**1,177.2975**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2576	18.9884	20.7893	0.0419		0.7701	0.7701		0.7401	0.7401		3,848.2651	3,848.2651	0.9026		3,870.8291
Total	**2.2576**	**18.9884**	**20.7893**	**0.0419**		**0.7701**	**0.7701**		**0.7401**	**0.7401**		**3,848.2651**	**3,848.2651**	**0.9026**		**3,870.8291**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0138	0.3429	0.1176	1.3700e-003	0.0448	3.2700e-003	0.0481	0.0129	3.1200e-003	0.0160		147.3231	147.3231	4.9200e-003	0.0212	153.7726
Worker	0.1349	0.0985	1.5350	3.9900e-003	0.4359	2.7900e-003	0.4387	0.1156	2.5700e-003	0.1182		403.0424	403.0424	0.0110	9.7600e-003	406.2250
Total	**0.1487**	**0.4414**	**1.6525**	**5.3600e-003**	**0.4808**	**6.0600e-003**	**0.4868**	**0.1285**	**5.6900e-003**	**0.1342**		**550.3655**	**550.3655**	**0.0159**	**0.0310**	**559.9976**

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	2.2576	18.9884	20.7893	0.0419		0.7701	0.7701		0.7401	0.7401	0.0000	3,848.2651	3,848.2651	0.9026		3,870.8291
Total	**2.2576**	**18.9884**	**20.7893**	**0.0419**		**0.7701**	**0.7701**		**0.7401**	**0.7401**	**0.0000**	**3,848.2651**	**3,848.2651**	**0.9026**		**3,870.8291**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0138	0.3429	0.1176	1.3700e-003	0.0448	3.2700e-003	0.0481	0.0129	3.1200e-003	0.0160		147.3231	147.3231	4.9200e-003	0.0212	153.7726
Worker	0.1349	0.0985	1.5350	3.9900e-003	0.4359	2.7900e-003	0.4387	0.1156	2.5700e-003	0.1182		403.0424	403.0424	0.0110	9.7600e-003	406.2250
Total	**0.1487**	**0.4414**	**1.6525**	**5.3600e-003**	**0.4808**	**6.0600e-003**	**0.4868**	**0.1285**	**5.6900e-003**	**0.1342**		**550.3655**	**550.3655**	**0.0159**	**0.0310**	**559.9976**

3.4 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	2.1202	17.8544	20.6715	0.0419		0.6838	0.6838		0.6571	0.6571		3,850.3960	3,850.3960	0.8945		3,872.7581
Total	**2.1202**	**17.8544**	**20.6715**	**0.0419**		**0.6838**	**0.6838**		**0.6571**	**0.6571**		**3,850.3960**	**3,850.3960**	**0.8945**		**3,872.7581**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0600e-003	0.2687	0.1041	1.3000e-003	0.0448	1.3500e-003	0.0462	0.0129	1.2900e-003	0.0142		140.1977	140.1977	4.7000e-003	0.0202	146.3218
Worker	0.1248	0.0870	1.4095	3.8600e-003	0.4359	2.6200e-003	0.4386	0.1156	2.4100e-003	0.1180		390.0294	390.0294	9.8300e-003	9.0000e-003	392.9575
Total	**0.1329**	**0.3557**	**1.5136**	**5.1600e-003**	**0.4808**	**3.9700e-003**	**0.4847**	**0.1285**	**3.7000e-003**	**0.1322**		**530.2271**	**530.2271**	**0.0145**	**0.0292**	**539.2793**

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	2.1202	17.8544	20.6715	0.0419		0.6838	0.6838		0.6571	0.6571	0.0000	3,850.3960	3,850.3960	0.8945		3,872.7581
Total	**2.1202**	**17.8544**	**20.6715**	**0.0419**		**0.6838**	**0.6838**		**0.6571**	**0.6571**	**0.0000**	**3,850.3960**	**3,850.3960**	**0.8945**		**3,872.7581**

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0600e-003	0.2687	0.1041	1.3000e-003	0.0448	1.3500e-003	0.0462	0.0129	1.2900e-003	0.0142		140.1977	140.1977	4.7000e-003	0.0202	146.3218
Worker	0.1248	0.0870	1.4095	3.8600e-003	0.4359	2.6200e-003	0.4386	0.1156	2.4100e-003	0.1180		390.0294	390.0294	9.8300e-003	9.0000e-003	392.9575
Total	**0.1329**	**0.3557**	**1.5136**	**5.1600e-003**	**0.4808**	**3.9700e-003**	**0.4847**	**0.1285**	**3.7000e-003**	**0.1322**		**530.2271**	**530.2271**	**0.0145**	**0.0292**	**539.2793**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8717	8.9408	10.4209	0.0203		0.4274	0.4274		0.3940	0.3940		1,952.1414	1,952.1414	0.6230		1,967.7174
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8717**	**8.9408**	**10.4209**	**0.0203**		**0.4274**	**0.4274**		**0.3940**	**0.3940**		**1,952.1414**	**1,952.1414**	**0.6230**		**1,967.7174**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0519	0.0379	0.5904	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		155.0163	155.0163	4.2200e-003	3.7500e-003	156.2404
Total	**0.0519**	**0.0379**	**0.5904**	**1.5300e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**155.0163**	**155.0163**	**4.2200e-003**	**3.7500e-003**	**156.2404**

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	0.8717	8.9408	10.4209	0.0203		0.4274	0.4274		0.3940	0.3940	0.0000	1,952.1414	1,952.1414	0.6230		1,967.7174
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8717**	**8.9408**	**10.4209**	**0.0203**		**0.4274**	**0.4274**		**0.3940**	**0.3940**	**0.0000**	**1,952.1414**	**1,952.1414**	**0.6230**		**1,967.7174**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0519	0.0379	0.5904	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		155.0163	155.0163	4.2200e-003	3.7500e-003	156.2404
Total	**0.0519**	**0.0379**	**0.5904**	**1.5300e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**155.0163**	**155.0163**	**4.2200e-003**	**3.7500e-003**	**156.2404**

3.6 Architectural Coating - 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					
Archit. Coating	4.7814					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9731**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0256	0.0179	0.2891	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
Total	**0.0256**	**0.0179**	**0.2891**	**7.9000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**5.0000e-004**	**0.0242**		**80.0060**	**80.0060**	**2.0200e-003**	**1.8500e-003**	**80.6067**

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	4.7814					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9731**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0256	0.0179	0.2891	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
Total	**0.0256**	**0.0179**	**0.2891**	**7.9000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**5.0000e-004**	**0.0242**		**80.0060**	**80.0060**	**2.0200e-003**	**1.8500e-003**	**80.6067**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Integrate Below Market Rate Housing

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	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4923	0.4888	4.8325	0.0104	1.0522	7.4600e-003	1.0596	0.2803	6.9300e-003	0.2872		1,057.5694	1,057.5694	0.0713	0.0439	1,072.4316
Unmitigated	0.5340	0.5556	5.5407	0.0122	1.2366	8.6500e-003	1.2452	0.3294	8.0300e-003	0.3374		1,238.5580	1,238.5580	0.0804	0.0499	1,255.4216

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	171.90	171.90	171.90	587,408	499,796
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	171.90	171.90	171.90	587,408	499,796

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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

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	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
NaturalGas Unmitigated	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	1110.92	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1024**	**0.0436**	**6.5000e-004**		**8.2800e-003**	**8.2800e-003**		**8.2800e-003**	**8.2800e-003**		**130.6965**	**130.6965**	**2.5100e-003**	**2.4000e-003**	**131.4732**

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

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	1.11092	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1024**	**0.0436**	**6.5000e-004**		**8.2800e-003**	**8.2800e-003**		**8.2800e-003**	**8.2800e-003**		**130.6965**	**130.6965**	**2.5100e-003**	**2.4000e-003**	**131.4732**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Unmitigated	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679

6422 Selma Found Residences - Los Angeles-South Coast County, 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	0.0301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0743	0.6345	0.2700	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	810.0000	810.0000	0.0155	0.0149	814.8134
Landscaping	0.1122	0.0428	3.7173	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.6932	6.6932	6.4500e-003		6.8544
Total	**1.5605**	**0.6773**	**3.9873**	**4.2500e-003**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**816.6932**	**816.6932**	**0.0220**	**0.0149**	**821.6678**

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	lb/day										lb/day					
Architectural Coating	0.0301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0743	0.6345	0.2700	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	810.0000	810.0000	0.0155	0.0149	814.8134
Landscaping	0.1122	0.0428	3.7173	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.6932	6.6932	6.4500e-003		6.8544
Total	**1.5605**	**0.6773**	**3.9873**	**4.2500e-003**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**816.6932**	**816.6932**	**0.0220**	**0.0149**	**821.6678**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

6422 Selma Found Residences - Los Angeles-South Coast County, Summer

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

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

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

6422 Selma Found Residences

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	38.00	Space	0.34	15,200.00	0
Apartments High Rise	45.00	Dwelling Unit	0.73	67,599.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 45 DU, 14 stories (high rise) with 38 parking spaces.

Construction Phase - Construction schedule based on applicant information.

Off-road Equipment - Equipment based on applicant information.

Grading - Applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment - Based on applicant information.

Off-road Equipment -

Demolition - Based on applicant info.

Trips and VMT - Applicant information

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

Architectural Coating - The project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available.

Vehicle Trips - Daily trip rates from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Woodstoves - SCAQMD Rule 445, no wood burning devices.

Area Coating - the project will use low VOC paint where feasible. Conservatively assumed indoor only as indoor no VOC paint is widely commercially available

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule & project design/construction information.

Mobile Land Use Mitigation - 0.3 miles to red line. 11% below market.

Area Mitigation - 0 VOC res interior paint.

Energy Mitigation -

Water Mitigation - Use low flow water fixtures and drought tolerant planting as part of the project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	433.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	10.00	12.00
tblConstructionPhase	PhaseEndDate	11/9/2022	11/30/2023
tblConstructionPhase	PhaseEndDate	10/12/2022	10/30/2023
tblConstructionPhase	PhaseEndDate	12/28/2021	1/31/2022
tblConstructionPhase	PhaseEndDate	1/5/2022	2/14/2022
tblConstructionPhase	PhaseEndDate	10/26/2022	3/2/2022
tblConstructionPhase	PhaseStartDate	10/27/2022	10/31/2023
tblConstructionPhase	PhaseStartDate	1/6/2022	3/3/2022
tblConstructionPhase	PhaseStartDate	12/31/2021	2/1/2022
tblConstructionPhase	PhaseStartDate	10/13/2022	2/15/2022

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

tblFireplaces	NumberNoFireplace	4.50	0.00
tblFireplaces	NumberWood	2.25	0.00
tblLandUse	LandUseSquareFeet	45,000.00	67,599.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripNumber	0.00	106.00
tblVehicleTrips	ST_TR	4.53	3.82
tblVehicleTrips	SU_TR	3.59	3.82

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

tblVehicleTrips	WD_TR	4.45	3.82
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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					
2021	1.4700	16.3845	14.3928	0.0392	4.0549	0.5838	4.6386	0.6803	0.5548	1.2351	0.0000	3,915.4749	3,915.4749	0.6542	0.2277	3,999.6955
2022	2.4156	19.4543	22.3202	0.0470	4.0549	0.7762	4.5330	0.6803	0.7458	1.1354	0.0000	4,377.3768	4,377.3768	0.9186	0.2215	4,409.7833
2023	5.0006	18.2319	22.0743	0.0469	0.4808	0.6878	1.1686	0.1285	0.6608	0.7893	0.0000	4,360.2981	4,360.2981	0.9091	0.0298	4,391.9141
Maximum	**5.0006**	**19.4543**	**22.3202**	**0.0470**	**4.0549**	**0.7762**	**4.6386**	**0.6803**	**0.7458**	**1.2351**	**0.0000**	**4,377.3768**	**4,377.3768**	**0.9186**	**0.2277**	**4,409.7833**

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					
2021	1.4700	16.3845	14.3928	0.0392	1.9200	0.5838	2.5038	0.3571	0.5548	0.9118	0.0000	3,915.4749	3,915.4749	0.6542	0.2277	3,999.6955
2022	2.4156	19.4543	22.3202	0.0470	1.9201	0.7762	2.3982	0.3571	0.7458	0.8743	0.0000	4,377.3768	4,377.3768	0.9186	0.2215	4,409.7833
2023	5.0006	18.2319	22.0743	0.0469	0.4808	0.6878	1.1686	0.1285	0.6608	0.7893	0.0000	4,360.2981	4,360.2981	0.9091	0.0298	4,391.9141
Maximum	**5.0006**	**19.4543**	**22.3202**	**0.0470**	**1.9201**	**0.7762**	**2.5038**	**0.3571**	**0.7458**	**0.9118**	**0.0000**	**4,377.3768**	**4,377.3768**	**0.9186**	**0.2277**	**4,409.7833**

6422 Selma Found Residences - Los Angeles-South Coast County, 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	49.70	0.00	41.29	43.41	0.00	18.49	0.00	0.00	0.00	0.00	0.00	0.00

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Energy	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Mobile	0.5247	0.6004	5.4037	0.0116	1.2366	8.6600e-003	1.2452	0.3294	8.0300e-003	0.3374		1,185.7184	1,185.7184	0.0826	0.0521	1,203.3074
Total	**2.0971**	**1.3801**	**9.4346**	**0.0165**	**1.2366**	**0.0888**	**1.3254**	**0.3294**	**0.0882**	**0.4176**	**0.0000**	**2,133.1081**	**2,133.1081**	**0.1071**	**0.0693**	**2,156.4485**

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	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Energy	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Mobile	0.4827	0.5283	4.7390	9.9300e-003	1.0522	7.4700e-003	1.0596	0.2803	6.9300e-003	0.2872		1,012.6673	1,012.6673	0.0736	0.0459	1,028.1839
Total	**2.0551**	**1.3080**	**8.7699**	**0.0148**	**1.0522**	**0.0876**	**1.1398**	**0.2803**	**0.0871**	**0.3673**	**0.0000**	**1,960.0570**	**1,960.0570**	**0.0981**	**0.0632**	**1,981.3250**

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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	2.00	5.22	7.05	10.28	14.92	1.34	14.00	14.91	1.25	12.03	0.00	8.11	8.11	8.42	8.93	8.12

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	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	2/14/2022	5	10	
3	Building Construction	Building Construction	3/3/2022	10/30/2023	5	433	
4	Paving	Paving	2/15/2022	3/2/2022	5	12	
5	Architectural Coating	Architectural Coating	10/31/2023	11/30/2023	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.34

Residential Indoor: 136,888; Residential Outdoor: 45,629; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Paving	Surfacing Equipment	1	8.00	263	0.30
Building Construction	Generator Sets	1	8.00	84	0.74

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

Grading	Signal Boards	4	8.00	6	0.82
Demolition	Excavators	1	8.00	158	0.38
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
Grading	Rollers	1	8.00	80	0.38
Grading	Excavators	1	8.00	158	0.38
Demolition	Rough Terrain Forklifts	1	8.00	100	0.40
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Rough Terrain Forklifts	1	8.00	100	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Building Construction	Welders	3	8.00	46	0.45
Demolition	Signal Boards	2	8.00	6	0.82
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Grading	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Signal Boards	4	8.00	6	0.82
Building Construction	Skid Steer Loaders	2	8.00	65	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	7	18.00	0.00	712.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	106.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Building Construction	14	39.00	7.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT

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

Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	25.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4997	0.0000	3.4997	0.5299	0.0000	0.5299			0.0000			0.0000
Off-Road	1.2704	12.3897	12.8307	0.0246		0.5376	0.5376		0.5107	0.5107		2,330.6776	2,330.6776	0.5749		2,345.0492
Total	**1.2704**	**12.3897**	**12.8307**	**0.0246**	**3.4997**	**0.5376**	**4.0374**	**0.5299**	**0.5107**	**1.0406**		**2,330.6776**	**2,330.6776**	**0.5749**		**2,345.0492**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1275	3.9376	0.8506	0.0128	0.3540	0.0448	0.3987	0.0970	0.0428	0.1398		1,402.9499	1,402.9499	0.0736	0.2225	1,471.0918
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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.1996**	**3.9948**	**1.5622**	**0.0146**	**0.5552**	**0.0461**	**0.6013**	**0.1504**	**0.0441**	**0.1945**		**1,584.7973**	**1,584.7973**	**0.0794**	**0.2277**	**1,654.6463**

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					1.3649	0.0000	1.3649	0.2067	0.0000	0.2067			0.0000			0.0000
Off-Road	1.2704	12.3897	12.8307	0.0246		0.5376	0.5376		0.5107	0.5107	0.0000	2,330.6776	2,330.6776	0.5749		2,345.0492
Total	**1.2704**	**12.3897**	**12.8307**	**0.0246**	**1.3649**	**0.5376**	**1.9025**	**0.2067**	**0.5107**	**0.7174**	**0.0000**	**2,330.6776**	**2,330.6776**	**0.5749**		**2,345.0492**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1275	3.9376	0.8506	0.0128	0.3540	0.0448	0.3987	0.0970	0.0428	0.1398		1,402.9499	1,402.9499	0.0736	0.2225	1,471.0918
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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.1996**	**3.9948**	**1.5622**	**0.0146**	**0.5552**	**0.0461**	**0.6013**	**0.1504**	**0.0441**	**0.1945**		**1,584.7973**	**1,584.7973**	**0.0794**	**0.2277**	**1,654.6463**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4997	0.0000	3.4997	0.5299	0.0000	0.5299			0.0000			0.0000
Off-Road	1.1477	10.7309	12.7286	0.0246		0.4516	0.4516		0.4298	0.4298		2,331.1172	2,331.1172	0.5729		2,345.4403
Total	**1.1477**	**10.7309**	**12.7286**	**0.0246**	**3.4997**	**0.4516**	**3.9513**	**0.5299**	**0.4298**	**0.9596**		**2,331.1172**	**2,331.1172**	**0.5729**		**2,345.4403**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0881	3.4542	0.7474	0.0125	0.3540	0.0252	0.3792	0.0970	0.0241	0.1212		1,365.4777	1,365.4777	0.0727	0.2167	1,431.8621
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	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	**0.1547**	**3.5044**	**1.3978**	**0.0142**	**0.5552**	**0.0265**	**0.5817**	**0.1504**	**0.0253**	**0.1757**		**1,541.6622**	**1,541.6622**	**0.0779**	**0.2215**	**1,609.6091**

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					1.3649	0.0000	1.3649	0.2067	0.0000	0.2067			0.0000			0.0000
Off-Road	1.1477	10.7309	12.7286	0.0246		0.4516	0.4516		0.4298	0.4298	0.0000	2,331.1172	2,331.1172	0.5729		2,345.4403
Total	**1.1477**	**10.7309**	**12.7286**	**0.0246**	**1.3649**	**0.4516**	**1.8165**	**0.2067**	**0.4298**	**0.6364**	**0.0000**	**2,331.1172**	**2,331.1172**	**0.5729**		**2,345.4403**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0881	3.4542	0.7474	0.0125	0.3540	0.0252	0.3792	0.0970	0.0241	0.1212		1,365.4777	1,365.4777	0.0727	0.2167	1,431.8621
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	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	**0.1547**	**3.5044**	**1.3978**	**0.0142**	**0.5552**	**0.0265**	**0.5817**	**0.1504**	**0.0253**	**0.1757**		**1,541.6622**	**1,541.6622**	**0.0779**	**0.2215**	**1,609.6091**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.9248	8.8245	11.9696	0.0188		0.4067	0.4067		0.3786	0.3786		1,751.6035	1,751.6035	0.5232		1,764.6832
Total	**0.9248**	**8.8245**	**11.9696**	**0.0188**	**0.0000**	**0.4067**	**0.4067**	**0.0000**	**0.3786**	**0.3786**		**1,751.6035**	**1,751.6035**	**0.5232**		**1,764.6832**

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

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0577	2.2627	0.4896	8.1600e-003	0.2319	0.0165	0.2484	0.0636	0.0158	0.0794		894.4646	894.4646	0.0476	0.1419	937.9501
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	0.0852	0.0642	0.8311	2.2300e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		225.1247	225.1247	6.5500e-003	6.1500e-003	227.1212
Total	**0.1429**	**2.3269**	**1.3207**	**0.0104**	**0.4890**	**0.0182**	**0.5071**	**0.1318**	**0.0173**	**0.1491**		**1,119.5893**	**1,119.5893**	**0.0542**	**0.1481**	**1,165.0713**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.9248	8.8245	11.9696	0.0188		0.4067	0.4067		0.3786	0.3786	0.0000	1,751.6035	1,751.6035	0.5232		1,764.6832
Total	**0.9248**	**8.8245**	**11.9696**	**0.0188**	**0.0000**	**0.4067**	**0.4067**	**0.0000**	**0.3786**	**0.3786**	**0.0000**	**1,751.6035**	**1,751.6035**	**0.5232**		**1,764.6832**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0577	2.2627	0.4896	8.1600e-003	0.2319	0.0165	0.2484	0.0636	0.0158	0.0794		894.4646	894.4646	0.0476	0.1419	937.9501
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	0.0852	0.0642	0.8311	2.2300e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		225.1247	225.1247	6.5500e-003	6.1500e-003	227.1212
Total	**0.1429**	**2.3269**	**1.3207**	**0.0104**	**0.4890**	**0.0182**	**0.5071**	**0.1318**	**0.0173**	**0.1491**		**1,119.5893**	**1,119.5893**	**0.0542**	**0.1481**	**1,165.0713**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2576	18.9884	20.7893	0.0419		0.7701	0.7701		0.7401	0.7401		3,848.2651	3,848.2651	0.9026		3,870.8291
Total	**2.2576**	**18.9884**	**20.7893**	**0.0419**		**0.7701**	**0.7701**		**0.7401**	**0.7401**		**3,848.2651**	**3,848.2651**	**0.9026**		**3,870.8291**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0136	0.3570	0.1216	1.3700e-003	0.0448	3.2800e-003	0.0481	0.0129	3.1400e-003	0.0161		147.3785	147.3785	4.9100e-003	0.0213	153.8357
Worker	0.1445	0.1089	1.4093	3.7800e-003	0.4359	2.7900e-003	0.4387	0.1156	2.5700e-003	0.1182		381.7332	381.7332	0.0111	0.0104	385.1185
Total	**0.1581**	**0.4659**	**1.5310**	**5.1500e-003**	**0.4808**	**6.0700e-003**	**0.4868**	**0.1285**	**5.7100e-003**	**0.1342**		**529.1117**	**529.1117**	**0.0160**	**0.0317**	**538.9543**

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	2.2576	18.9884	20.7893	0.0419		0.7701	0.7701		0.7401	0.7401	0.0000	3,848.2651	3,848.2651	0.9026		3,870.8291
Total	**2.2576**	**18.9884**	**20.7893**	**0.0419**		**0.7701**	**0.7701**		**0.7401**	**0.7401**	**0.0000**	**3,848.2651**	**3,848.2651**	**0.9026**		**3,870.8291**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0136	0.3570	0.1216	1.3700e-003	0.0448	3.2800e-003	0.0481	0.0129	3.1400e-003	0.0161		147.3785	147.3785	4.9100e-003	0.0213	153.8357
Worker	0.1445	0.1089	1.4093	3.7800e-003	0.4359	2.7900e-003	0.4387	0.1156	2.5700e-003	0.1182		381.7332	381.7332	0.0111	0.0104	385.1185
Total	**0.1581**	**0.4659**	**1.5310**	**5.1500e-003**	**0.4808**	**6.0700e-003**	**0.4868**	**0.1285**	**5.7100e-003**	**0.1342**		**529.1117**	**529.1117**	**0.0160**	**0.0317**	**538.9543**

3.4 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	2.1202	17.8544	20.6715	0.0419		0.6838	0.6838		0.6571	0.6571		3,850.3960	3,850.3960	0.8945		3,872.7581
Total	**2.1202**	**17.8544**	**20.6715**	**0.0419**		**0.6838**	**0.6838**		**0.6571**	**0.6571**		**3,850.3960**	**3,850.3960**	**0.8945**		**3,872.7581**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2813	0.1074	1.3100e-003	0.0448	1.3600e-003	0.0462	0.0129	1.3000e-003	0.0142		140.4342	140.4342	4.6800e-003	0.0202	146.5738
Worker	0.1341	0.0961	1.2955	3.6600e-003	0.4359	2.6200e-003	0.4386	0.1156	2.4100e-003	0.1180		369.4679	369.4679	9.9700e-003	9.6100e-003	372.5822
Total	**0.1419**	**0.3774**	**1.4029**	**4.9700e-003**	**0.4808**	**3.9800e-003**	**0.4848**	**0.1285**	**3.7100e-003**	**0.1322**		**509.9021**	**509.9021**	**0.0147**	**0.0298**	**519.1560**

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	2.1202	17.8544	20.6715	0.0419		0.6838	0.6838		0.6571	0.6571	0.0000	3,850.3960	3,850.3960	0.8945		3,872.7581
Total	**2.1202**	**17.8544**	**20.6715**	**0.0419**		**0.6838**	**0.6838**		**0.6571**	**0.6571**	**0.0000**	**3,850.3960**	**3,850.3960**	**0.8945**		**3,872.7581**

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2813	0.1074	1.3100e-003	0.0448	1.3600e-003	0.0462	0.0129	1.3000e-003	0.0142		140.4342	140.4342	4.6800e-003	0.0202	146.5738
Worker	0.1341	0.0961	1.2955	3.6600e-003	0.4359	2.6200e-003	0.4386	0.1156	2.4100e-003	0.1180		369.4679	369.4679	9.9700e-003	9.6100e-003	372.5822
Total	**0.1419**	**0.3774**	**1.4029**	**4.9700e-003**	**0.4808**	**3.9800e-003**	**0.4848**	**0.1285**	**3.7100e-003**	**0.1322**		**509.9021**	**509.9021**	**0.0147**	**0.0298**	**519.1560**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8717	8.9408	10.4209	0.0203		0.4274	0.4274		0.3940	0.3940		1,952.1414	1,952.1414	0.6230		1,967.7174
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8717**	**8.9408**	**10.4209**	**0.0203**		**0.4274**	**0.4274**		**0.3940**	**0.3940**		**1,952.1414**	**1,952.1414**	**0.6230**		**1,967.7174**

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

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0556	0.0419	0.5421	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		146.8205	146.8205	4.2700e-003	4.0100e-003	148.1225
Total	**0.0556**	**0.0419**	**0.5421**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**146.8205**	**146.8205**	**4.2700e-003**	**4.0100e-003**	**148.1225**

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	0.8717	8.9408	10.4209	0.0203		0.4274	0.4274		0.3940	0.3940	0.0000	1,952.1414	1,952.1414	0.6230		1,967.7174
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8717**	**8.9408**	**10.4209**	**0.0203**		**0.4274**	**0.4274**		**0.3940**	**0.3940**	**0.0000**	**1,952.1414**	**1,952.1414**	**0.6230**		**1,967.7174**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0556	0.0419	0.5421	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		146.8205	146.8205	4.2700e-003	4.0100e-003	148.1225
Total	**0.0556**	**0.0419**	**0.5421**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**146.8205**	**146.8205**	**4.2700e-003**	**4.0100e-003**	**148.1225**

3.6 Architectural Coating - 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					
Archit. Coating	4.7814					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9731**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0275	0.0197	0.2658	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
Total	**0.0275**	**0.0197**	**0.2658**	**7.5000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**5.0000e-004**	**0.0242**		**75.7883**	**75.7883**	**2.0500e-003**	**1.9700e-003**	**76.4271**

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	4.7814					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9731**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0275	0.0197	0.2658	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
Total	**0.0275**	**0.0197**	**0.2658**	**7.5000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**5.0000e-004**	**0.0242**		**75.7883**	**75.7883**	**2.0500e-003**	**1.9700e-003**	**76.4271**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Integrate Below Market Rate Housing

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	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4827	0.5283	4.7390	9.9300e-003	1.0522	7.4700e-003	1.0596	0.2803	6.9300e-003	0.2872		1,012.6673	1,012.6673	0.0736	0.0459	1,028.1839
Unmitigated	0.5247	0.6004	5.4037	0.0116	1.2366	8.6600e-003	1.2452	0.3294	8.0300e-003	0.3374		1,185.7184	1,185.7184	0.0826	0.0521	1,203.3074

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	171.90	171.90	171.90	587,408	499,796
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	171.90	171.90	171.90	587,408	499,796

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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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

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	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
NaturalGas Unmitigated	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	1110.92	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1024**	**0.0436**	**6.5000e-004**		**8.2800e-003**	**8.2800e-003**		**8.2800e-003**	**8.2800e-003**		**130.6965**	**130.6965**	**2.5100e-003**	**2.4000e-003**	**131.4732**

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

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	1.11092	0.0120	0.1024	0.0436	6.5000e-004		8.2800e-003	8.2800e-003		8.2800e-003	8.2800e-003		130.6965	130.6965	2.5100e-003	2.4000e-003	131.4732
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1024**	**0.0436**	**6.5000e-004**		**8.2800e-003**	**8.2800e-003**		**8.2800e-003**	**8.2800e-003**		**130.6965**	**130.6965**	**2.5100e-003**	**2.4000e-003**	**131.4732**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679
Unmitigated	1.5605	0.6773	3.9873	4.2500e-003		0.0719	0.0719		0.0719	0.0719	0.0000	816.6932	816.6932	0.0220	0.0149	821.6679

6422 Selma Found Residences - Los Angeles-South Coast County, Winter

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	0.0301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0743	0.6345	0.2700	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	810.0000	810.0000	0.0155	0.0149	814.8134
Landscaping	0.1122	0.0428	3.7173	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.6932	6.6932	6.4500e-003		6.8544
Total	**1.5605**	**0.6773**	**3.9873**	**4.2500e-003**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**816.6932**	**816.6932**	**0.0220**	**0.0149**	**821.6678**

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	lb/day										lb/day					
Architectural Coating	0.0301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0743	0.6345	0.2700	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	810.0000	810.0000	0.0155	0.0149	814.8134
Landscaping	0.1122	0.0428	3.7173	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.6932	6.6932	6.4500e-003		6.8544
Total	**1.5605**	**0.6773**	**3.9873**	**4.2500e-003**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**816.6932**	**816.6932**	**0.0220**	**0.0149**	**821.6678**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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

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

Selma Wilcox Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.52	1000sqft	0.15	6,522.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operation only model

Off-road Equipment - operation only

Trips and VMT - operation only

Vehicle Trips - Daily trip rate from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Grading -

Selma Wilcox Existing - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	2.46	7.21
tblVehicleTrips	SU_TR	1.05	7.21
tblVehicleTrips	WD_TR	11.03	7.21

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0266	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Energy	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	50.8093	50.8093	1.1800e-003	3.0000e-004	50.9274
Mobile	0.0142	0.0744	0.1923	7.0000e-004	0.0575	5.8000e-004	0.0581	0.0154	5.4000e-004	0.0160	0.0000	64.4173	64.4173	3.3300e-003	0.0000	64.5006
Waste						0.0000	0.0000		0.0000	0.0000	1.2301	0.0000	1.2301	0.0727	0.0000	3.0476
Water						0.0000	0.0000		0.0000	0.0000	0.3676	12.7989	13.1666	0.0381	9.5000e-004	14.4025
Total	**0.0412**	**0.0777**	**0.1952**	**7.2000e-004**	**0.0575**	**8.3000e-004**	**0.0583**	**0.0154**	**7.9000e-004**	**0.0162**	**1.5978**	**128.0257**	**129.6235**	**0.1153**	**1.2500e-003**	**132.8782**

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	0.0266	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Energy	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	50.8093	50.8093	1.1800e-003	3.0000e-004	50.9274
Mobile	0.0142	0.0744	0.1923	7.0000e-004	0.0575	5.8000e-004	0.0581	0.0154	5.4000e-004	0.0160	0.0000	64.4173	64.4173	3.3300e-003	0.0000	64.5006
Waste						0.0000	0.0000		0.0000	0.0000	1.2301	0.0000	1.2301	0.0727	0.0000	3.0476
Water						0.0000	0.0000		0.0000	0.0000	0.3676	12.7989	13.1666	0.0381	9.5000e-004	14.4025
Total	**0.0412**	**0.0777**	**0.1952**	**7.2000e-004**	**0.0575**	**8.3000e-004**	**0.0583**	**0.0154**	**7.9000e-004**	**0.0162**	**1.5978**	**128.0257**	**129.6235**	**0.1153**	**1.2500e-003**	**132.8782**

	ROG	NOx	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	Site Preparation	Site Preparation	4/17/2021	4/19/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

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

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Site Preparation - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0142	0.0744	0.1923	7.0000e-004	0.0575	5.8000e-004	0.0581	0.0154	5.4000e-004	0.0160	0.0000	64.4173	64.4173	3.3300e-003	0.0000	64.5006
Unmitigated	0.0142	0.0744	0.1923	7.0000e-004	0.0575	5.8000e-004	0.0581	0.0154	5.4000e-004	0.0160	0.0000	64.4173	64.4173	3.3300e-003	0.0000	64.5006

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	47.00	47.00	47.00	151,407	151,407
Total	47.00	47.00	47.00	151,407	151,407

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	47.1862	47.1862	1.1100e-003	2.3000e-004	47.2828
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.1862	47.1862	1.1100e-003	2.3000e-004	47.2828
NaturalGas Mitigated	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6231	3.6231	7.0000e-005	7.0000e-005	3.6446
NaturalGas Unmitigated	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6231	3.6231	7.0000e-005	7.0000e-005	3.6446

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	67894	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6231	3.6231	7.0000e-005	7.0000e-005	3.6446
Total		**3.7000e-004**	**3.3300e-003**	**2.8000e-003**	**2.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**	**0.0000**	**3.6231**	**3.6231**	**7.0000e-005**	**7.0000e-005**	**3.6446**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	67894	3.7000e-004	3.3300e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6231	3.6231	7.0000e-005	7.0000e-005	3.6446
Total		**3.7000e-004**	**3.3300e-003**	**2.8000e-003**	**2.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**	**0.0000**	**3.6231**	**3.6231**	**7.0000e-005**	**7.0000e-005**	**3.6446**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	84720.8	47.1862	1.1100e-003	2.3000e-004	47.2828
Total		**47.1862**	**1.1100e-003**	**2.3000e-004**	**47.2828**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	84720.8	47.1862	1.1100e-003	2.3000e-004	47.2828
Total		**47.1862**	**1.1100e-003**	**2.3000e-004**	**47.2828**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0266	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Unmitigated	0.0266	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Total	**0.0266**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.0000**	**0.0000**	**1.7000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Total	**0.0266**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.0000**	**0.0000**	**1.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.1666	0.0381	9.5000e-004	14.4025
Unmitigated	13.1666	0.0381	9.5000e-004	14.4025

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.15882 / 0.710247	13.1666	0.0381	9.5000e-004	14.4025
Total		**13.1666**	**0.0381**	**9.5000e-004**	**14.4025**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.15882 / 0.710247	13.1666	0.0381	9.5000e-004	14.4025
Total		**13.1666**	**0.0381**	**9.5000e-004**	**14.4025**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.2301	0.0727	0.0000	3.0476
Unmitigated	1.2301	0.0727	0.0000	3.0476

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	6.06	1.2301	0.0727	0.0000	3.0476
Total		**1.2301**	**0.0727**	**0.0000**	**3.0476**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	6.06	1.2301	0.0727	0.0000	3.0476
Total		**1.2301**	**0.0727**	**0.0000**	**3.0476**

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

Selma Wilcox Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.52	1000sqft	0.15	6,522.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operation only model

Off-road Equipment - operation only

Trips and VMT - operation only

Vehicle Trips - Daily trip rate from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Grading -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	2.46	7.21
tblVehicleTrips	SU_TR	1.05	7.21
tblVehicleTrips	WD_TR	11.03	7.21

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Energy	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Mobile	0.0825	0.3921	1.0973	3.9700e-003	0.3220	3.2100e-003	0.3252	0.0862	2.9900e-003	0.0892		404.2190	404.2190	0.0203		404.7269
Total	**0.2303**	**0.4104**	**1.1133**	**4.0800e-003**	**0.3220**	**4.6000e-003**	**0.3266**	**0.0862**	**4.3800e-003**	**0.0905**		**426.1041**	**426.1041**	**0.0207**	**4.0000e-004**	**426.7421**

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	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Energy	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Mobile	0.0825	0.3921	1.0973	3.9700e-003	0.3220	3.2100e-003	0.3252	0.0862	2.9900e-003	0.0892		404.2190	404.2190	0.0203		404.7269
Total	**0.2303**	**0.4104**	**1.1133**	**4.0800e-003**	**0.3220**	**4.6000e-003**	**0.3266**	**0.0862**	**4.3800e-003**	**0.0905**		**426.1041**	**426.1041**	**0.0207**	**4.0000e-004**	**426.7421**

	ROG	NOx	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	Site Preparation	Site Preparation	4/17/2021	4/19/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

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

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Site Preparation - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0825	0.3921	1.0973	3.9700e-003	0.3220	3.2100e-003	0.3252	0.0862	2.9900e-003	0.0892		404.2190	404.2190	0.0203		404.7269
Unmitigated	0.0825	0.3921	1.0973	3.9700e-003	0.3220	3.2100e-003	0.3252	0.0862	2.9900e-003	0.0892		404.2190	404.2190	0.0203		404.7269

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	47.00	47.00	47.00	151,407	151,407
Total	47.00	47.00	47.00	151,407	151,407

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
NaturalGas Unmitigated	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	186.011	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Total		**2.0100e-003**	**0.0182**	**0.0153**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**		**21.8837**	**21.8837**	**4.2000e-004**	**4.0000e-004**	**22.0137**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.186011	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Total		**2.0100e-003**	**0.0182**	**0.0153**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**		**21.8837**	**21.8837**	**4.2000e-004**	**4.0000e-004**	**22.0137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Unmitigated	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Total	**0.1458**	**1.0000e-005**	**6.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4300e-003**	**1.4300e-003**	**0.0000**		**1.5200e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Total	**0.1458**	**1.0000e-005**	**6.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4300e-003**	**1.4300e-003**	**0.0000**		**1.5200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Selma Wilcox Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.52	1000sqft	0.15	6,522.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operation only model

Off-road Equipment - operation only

Trips and VMT - operation only

Vehicle Trips - Daily trip rate from the City of LA Daily VMT Calculator within the transportation memo prepared by Linscott Law and Greenspace

Grading -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	2.46	7.21
tblVehicleTrips	SU_TR	1.05	7.21
tblVehicleTrips	WD_TR	11.03	7.21

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Energy	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Mobile	0.0801	0.4013	1.0420	3.7800e-003	0.3220	3.2200e-003	0.3252	0.0862	3.0100e-003	0.0892		384.7141	384.7141	0.0203		385.2208
Total	**0.2279**	**0.4196**	**1.0580**	**3.8900e-003**	**0.3220**	**4.6100e-003**	**0.3266**	**0.0862**	**4.4000e-003**	**0.0906**		**406.5992**	**406.5992**	**0.0207**	**4.0000e-004**	**407.2360**

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	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Energy	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Mobile	0.0801	0.4013	1.0420	3.7800e-003	0.3220	3.2200e-003	0.3252	0.0862	3.0100e-003	0.0892		384.7141	384.7141	0.0203		385.2208
Total	**0.2279**	**0.4196**	**1.0580**	**3.8900e-003**	**0.3220**	**4.6100e-003**	**0.3266**	**0.0862**	**4.4000e-003**	**0.0906**		**406.5992**	**406.5992**	**0.0207**	**4.0000e-004**	**407.2360**

	ROG	NOx	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	Site Preparation	Site Preparation	4/17/2021	4/19/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

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

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Site Preparation - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0801	0.4013	1.0420	3.7800e-003	0.3220	3.2200e-003	0.3252	0.0862	3.0100e-003	0.0892		384.7141	384.7141	0.0203		385.2208
Unmitigated	0.0801	0.4013	1.0420	3.7800e-003	0.3220	3.2200e-003	0.3252	0.0862	3.0100e-003	0.0892		384.7141	384.7141	0.0203		385.2208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	47.00	47.00	47.00	151,407	151,407
Total	47.00	47.00	47.00	151,407	151,407

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
NaturalGas Unmitigated	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	186.011	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Total		**2.0100e-003**	**0.0182**	**0.0153**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**		**21.8837**	**21.8837**	**4.2000e-004**	**4.0000e-004**	**22.0137**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.186011	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003		21.8837	21.8837	4.2000e-004	4.0000e-004	22.0137
Total		**2.0100e-003**	**0.0182**	**0.0153**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**		**21.8837**	**21.8837**	**4.2000e-004**	**4.0000e-004**	**22.0137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Unmitigated	0.1458	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Total	**0.1458**	**1.0000e-005**	**6.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4300e-003**	**1.4300e-003**	**0.0000**		**1.5200e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4300e-003	1.4300e-003	0.0000		1.5200e-003
Total	**0.1458**	**1.0000e-005**	**6.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4300e-003**	**1.4300e-003**	**0.0000**		**1.5200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation