

Appendix A  
**Air Quality and Greenhouse  
Gas Memorandum**

Appendix A-1  
**Air Quality Memorandum**

## MEMORANDUM

To: Dylan Lawrence, Assistant Planner, City of Los Angeles  
From: Ryan Callahan and Olivia Chan, Kimley-Horn and Associates  
Date: May 9, 2023  
Subject: 1155 Las Palmas – Los Angeles, CA – Air Quality Impact Assessment

---

### **Purpose**

The purpose of this memorandum is to identify the air quality emissions associated with construction and operations of the proposed 1151 N. Las Palmas Avenue Project (Project), located in the City of Los Angeles, California.

### **Project Location**

The Project Site is located at 1128-1146 N. Las Palmas Avenue, 1139-1555 N. Las Palmas Avenue, and 1139-1155 N. McCadden Place within the Hollywood community of the City of Los Angeles. The Project Site is located mid-block between Lexington Avenue to the north and Santa Monica Boulevard to the south, with N. McCadden to the west. The Project Site is bisected by N. Las Palmas Avenue. Regional vehicle access to the Project Site is provided by the 101 Freeway, located approximately 1.72 miles east of the Project Site. Local vehicle access to the Project Site is provided via Santa Monica Boulevard and Lexington Avenue. The Project Site is located within close proximity to several transit options. It is approximately 0.7 miles from the Hollywood and Highland Metro Station which serves the B Line (formerly, the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 224 and 4 and the DASH Hollywood line.

### **Project Description**

Existing development on the Project Site includes four existing buildings located at 1128-1146 N. Las Palmas Avenue on the east side of N. Las Palmas Avenue, and an existing 45,000-square-foot surface parking lot and surrounding metal fence located at 1139-1149 N. Las Palmas Avenue, and an existing 5,498-square-foot building at 1155 N. Las Palmas Avenue on the west side of Las Palmas, both located between N. Las Palmas Avenue and N. McCadden Place. The Project would demolish the existing 45,000-square-foot surface parking lot and surrounding metal fence and construct a three-story, approximately 45-foot tall (50-foot tall to the top of the parapet), 80,987square foot, creative office building with a three-level subterranean garage at 1139-1149 N. Las Palmas Avenue (Building A). The

Project would also renovate the existing 5,498-square-foot building at 1155 N. Las Palmas Avenue, expand its ground-floor by 695 square-feet, and change its use from manufacturing to office and retail. The Project would retain the four existing buildings located on the east side of N. Las Palmas Avenue at 1128 to 1146 N. Las Palmas Avenue with minor interior renovations; no exterior renovations, change in use, or expansion of these buildings are proposed at this time. Project grading would require the export of 51,800 cubic yards of soil. All necessary utility improvements including water, sewer, and storm drain would be constructed within the property limits.

### Project Design Features

**PDF AQ-1 Off-Road Diesel-Powered Construction Equipment.** All off-road diesel-powered construction equipment greater than 90 horsepower would meet California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) will be provided to the City at the time of mobilization of each applicable unit of equipment.

**PDF AQ-2: Off-Road Forklifts.** All forklifts would be non-diesel forklifts. This requirement will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment.

**PDF GHG-1:** The Project would be an all-electric development that would not require new connections to natural gas.

### Air Quality Impacts

#### South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook provides significance thresholds for volatile organic compounds (VOC) (also referred to as reactive organic gases [ROG]), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), particulate matter 10 microns or less in diameter (PM<sub>10</sub>), and particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>). The thresholds apply to both construction and operation for projects located within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. If a project proposes development that would result in criteria pollutant emissions in excess of the established thresholds, as outlined in Table 1: South Coast Air Quality Management

District Significance Thresholds, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.<sup>1</sup>

Pollutant	Mass Daily Thresholds (pounds per day)	
	Construction	Operations
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Volatile Organic Compounds (VOC) <sup>1</sup>	75	55
Particulate Matter up to 10 Microns (PM <sub>10</sub> )	150	150
Particulate Matter up to 2.5 Microns (PM <sub>2.5</sub> )	55	55
Sulphur Oxides (SO <sub>x</sub> )	150	150
Carbon Monoxide (CO)	550	550

1. VOCs and reactive organic gases (ROGs) are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, April 2019.

Regional Construction

Construction associated with the proposed Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the South Coast Air Basin include ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction-generated emissions of these criteria pollutants 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 were to exceed the SCAQMD’s thresholds of significance.

Construction would result in the temporary generation of criteria pollutant emissions from activities such as demolition, site grading, building construction, architectural coating, motor vehicle exhaust associated with construction equipment, materials deliveries and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely generated by motor vehicle exhaust and ground disturbance; the volume of airborne particulate matter is largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

Construction activities for the Project were assumed to begin in January 2023. Construction-generated emissions associated with the proposed Project were calculated using the California Air Resources Board (CARB)-approved California Emissions Estimator Model (CalEEMod), version

<sup>1</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

2020.4.0, which is designed to model emissions for land use development projects, based on typical construction requirements. It is assumed that all construction equipment operated during each individual phase would be operated simultaneously to provide a conservative analysis. [Table 2: Project Construction Equipment](#) shows the equipment required for each construction phase and the number of hours per day they would be used. See [Appendix A: Air Quality Data](#) for more information regarding the construction assumptions used in this analysis.

Construction Phase	Equipment	Quantity	Numbers of Hours Used per Day
Demolition	Backhoe	1	8
Foundation/Concrete Pour	Crane	1	8
	Pump	1	8
	Backhoe	1	6
	Forklift	1	7
Grading	Excavator	1	8
	Backhoe	1	7
	Front End Loader	1	7
	Dump Truck	1	8
Building Construction	Air Compressor	1	8
	Crane	1	8
	Forklift	1	7
	Pump	1	8
	Backhoe	1	6
Architectural Coating	Air Compressor	2	6
	Scissor/Boom Lift	2	8

*Source: Equipment provided by Project Applicant. Hours of operation based on CalEEMod defaults.*

The predicted maximum daily construction-generated criteria pollutant emissions for the proposed Project are reported in [Table 3: Project Construction Emissions](#). As noted in Table 3, the Project’s emissions were calculated assuming mandatory compliance with SCAQMD Rule 403, fugitive dust control measures.

Construction Year	Emissions (pounds per day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Year 1 (2023)	1.38	26.57	15.38	0.11	3.29	1.21
Year 2 (2024)	7.17	19.59	25.04	0.05	1.94	1.13
SCAQMD Threshold	75	100	550	150	150	55
<b>SCAQMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

1. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust assumed. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to [Appendix A](#) for Model Data Outputs.

*Source: CalEEMod version 2020.4.0. Refer to [Appendix A](#) for model outputs.*

The results summarized on [Table 3](#) show that the Project's regional criteria pollutant emissions during construction would remain below applicable thresholds.

As stated above, the Project incorporates two Project Design Features (PDFs), PDF-1 and PDF-2, neither of which was assumed when estimating the Project's construction emissions for [Table 2](#), above. PDF-1 would reduce the Project's diesel exhaust construction emissions by requiring that all off-road diesel-powered construction equipment greater than 90 horsepower meet CARB Tier 4 Final off-road emissions standards. PDF-2 would also reduce the Project's diesel exhaust construction emissions by requiring that all forklifts be non-diesel forklifts.

Project construction would also comply with SCAQMD Rules 402 (Nuisance)<sup>2</sup> and 1113 (Architectural Coatings)<sup>3</sup> and CARB's anti-idling regulations which prohibit idling for more than five minutes; however, compliance with these rules also was not assumed when estimating the Project's construction emissions for [Table 3](#), above. Therefore, the Project's maximum-day construction emissions of criteria pollutants would be even lower than reported in [Table 3](#) if the Project's incorporation of PDF-1 and PDF-2 and its compliance with SCAQMD Rules 402 and 1113 and CARB's anti-idling regulations were taken into account.

The Project would also retain the four existing buildings located at 1128 to 1146 N. Las Palmas Avenue with only minor interior renovations anticipated, but no Project-related exterior renovations, change in use, or expansion of these buildings proposed at this time. Should modifications to the exterior and/or interior of the buildings be undertaken at a future date, heavy-duty equipment would not be required as no demolition or grading activities would be required. Therefore, criteria pollutant emission impacts associated with the potential future renovation of these existing buildings would not be anticipated.

As shown above, the Project's estimated criteria pollutant emissions during construction would be below their respective thresholds such that regional construction impacts would be less than significant and no mitigation measures are required.

### Regional Operations

The Project's operational criteria pollutant emissions would be associated with mobile sources (i.e., motor vehicle use) and area sources (such as the use of landscape maintenance equipment, consumer products, and architectural coatings). Energy source emissions would be generated from electricity and natural gas (non-hearth) usage. [Table 4: Operational Emissions](#) summarizes the operational

---

<sup>2</sup> SCAQMD Rule 402 prohibits the discharge of quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or have a natural tendency to cause injury or damage to business or property.

<sup>3</sup> SCAQMD Rule 1113 sets limits on the VOC content of architectural coatings.

emissions attributable to the proposed Project (new building and existing square footage to be expanded and converted to office and retail). Existing emissions associated with the 5,498 square feet of manufacturing use that the Project would convert to office and retail space have been calculated and subtracted from the Project’s estimated emissions. The existing surface parking lot to be demolished contributes emissions associated with nighttime lighting. However, these emissions would be minimal and credit has not been taken for their removal.

As shown in Table 4, the Project’s operational criteria pollutant emissions would not exceed SCAQMD thresholds. Therefore, Project operations would result in less than significant long-term regional air quality impacts.

Table 4: Operational Criteria Pollutant Emissions						
Source	Emissions (pounds per day) <sup>1, 2</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>						
Area	1.99	<0.01	0.03	0.00	<0.01	<0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.62	2.88	25.94	0.06	6.48	1.75
<b>Proposed Project Total</b>	<b>4.84</b>	<b>3.04</b>	<b>27.11</b>	<b>0.06</b>	<b>6.72</b>	<b>1.82</b>
<i>Existing to be Removed</i>	<i>0.22</i>	<i>0.16</i>	<i>1.14</i>	<i>&lt;0.01</i>	<i>0.25</i>	<i>0.07</i>
<b>Net Project Emissions</b>	<b>4.61</b>	<b>2.88</b>	<b>25.97</b>	<b>0.06</b>	<b>6.48</b>	<b>1.75</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>SCAQMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
1. Emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.						
Source: CalEEMod version 2020.4.0. Refer to <a href="#">Appendix A</a> for model outputs.						

Localized Construction Impacts

The nearest sensitive receptors to the Project Site are the residential units located immediately adjacent to and to the south of the Project Site. To assess the potential for Project construction to create impacts to sensitive receptors, the SCAQMD recommends utilizing its Localized Significance Thresholds (LSTs) for construction. The LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4) and are based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the state or federal ambient air quality standard (the more stringent of the two). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated



June 2003 [revised 2008]) for guidance.<sup>4</sup> The LST methodology assists lead agencies in their project-specific analysis of the potential localized impacts associated with proposed projects.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 5: Equipment-Specific Grading Rates was used to determine the maximum daily disturbed acreage for the LST analysis. For this Project, the appropriate source receptor area (SRA) for the LSTs is the Central LA (SRA 1) area since this area includes the Project Site. LSTs only take into consideration emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.<sup>5</sup> The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size.<sup>6</sup> Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 1.5 acres in a single day. Thus, the LSTs applicable to this Project were interpolated using the SCAQMD-produced look up tables for 1 and 2-acre sites.

Table 5: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Backhoe	1	0.5	8	0.5
	Grader	1	0.5	8	0.5
	Front Loader	1	0.5	8	0.5
<b>Total Acres Graded per Day</b>					<b>1.5</b>
Source: CalEEMod version 2020.4.0.					

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.”<sup>7</sup> Therefore, for purposes of the construction LST analysis, only the emissions included in the CalEEMod “on-site” emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. SCAQMD’s LST guidance recommends using the 25-meter threshold for receptors located 25 meters (or approximately 82 feet) or less from the Project Site.<sup>8</sup> Therefore, the LSTs for 1.5 acres at 25 meters were used for the construction analysis, which is consistent with the SCAQMD LST methodology.

<sup>4</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, Accessed December 2022

<sup>5</sup> Ibid.

<sup>6</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Look-up Tables*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, Accessed December 2022

<sup>7</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, Accessed December 2022

<sup>8</sup> Ibid

Table 6: Localized Significance of Construction Emissions presents the emissions modeling results for the Project’s localized emissions during construction. As stated above, incorporation of PDF-1 and PDF-2 and compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations were not assumed when estimating the Project’s localized construction emissions for Table 6. Therefore, the Project’s maximum-day localized construction emissions would actually be even lower than reported in Table 6. Table 6 shows that the emissions of these pollutants on the peak day of construction would not exceed the LSTs and therefore would not be expected to create substantial concentrations of pollutants at the sensitive receptors closest to the Project Site or cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, localized construction impacts would be less than significant and no mitigation is required.

<b>Table 6: Localized Significance of Construction Emissions</b>				
<b>Source/Activity</b>	<b>Emissions (pounds per day)<sup>1,2</sup></b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition (2023)	1.54	2.23	0.66	0.16
Grading (2023)	7.83	10.48	0.37	0.32
Foundations (2023)	8.56	8.23	0.40	0.38
Building Construction (2023)	10.30	10.65	0.50	0.48
Building Construction (2024)	9.57	10.58	0.44	0.42
Architectural Coating (2024)	8.79	11.56	0.45	0.42
Building Construction and Architectural Coating Overlap (2024)	18.36	22.14	0.89	0.84
<i>Maximum Daily Emissions</i>	<i>18.36</i>	<i>22.14</i>	<i>0.89</i>	<i>0.84</i>
SCAQMD LST (for 1.5 acres at 25 meters)	91	864	7	4
<b>Maximum Daily Emissions Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
1. CalEEMod version 2020.4.0. Worst-case seasonal maximum daily emissions are reported. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.				
Source: CalEEMod version 2020.4.0. Refer to <u>Appendix A</u> for model outputs.				

Localized Operational Impacts

According to the SCAQMD localized significance threshold methodology, operational LSTs apply only to on-site sources.<sup>9</sup> LSTs for receptors located at 25 meters for SRA 1 were utilized in this analysis. The

<sup>9</sup> Ibid.

2.0-acre LST threshold was conservatively used for the Project Site.<sup>10</sup> The on-site operational emissions were calculated using CalEEMod and are compared to the LST thresholds in Table 7: Localized Significance of Operational Emissions.

<b>Table 7: Localized Significance of Operational Emissions</b>				
<b>Activity</b>	<b>Emissions (pounds per day)<sup>1, 2</sup></b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
On-Site Emissions (Area and Energy Sources)	0.0003	0.0306	0.0001	0.0001
<i>SCAQMD Localized Screening Threshold (adjusted for 2.0 acre at 25 meters)</i>	<i>108</i>	<i>1,048</i>	<i>2</i>	<i>2</i>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
1. Emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.				
2. On-site emissions consist of area sources and energy sources.				
Source: CalEEMod version 2020.4.0. Refer to <u>Appendix A</u> for model outputs.				

The operational emissions shown on Table 7 include all on-site Project-related sources (i.e., area and energy). As stated above, compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations have not been assumed when estimating the Project’s localized operational emissions for Table 7. Therefore, the Project’s maximum-day localized operational emissions would be even lower than reported in Table 7. The results of the LST analysis show that the Project would not cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, the Project would result in less than significant impacts concerning LSTs during operational activities.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service (LOS) of an intersection as a result of Project activities would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can assist in evaluating the potential for CO exceedances. CO attainment

<sup>10</sup> Construction LST analysis is based on the amount of daily ground disturbance, which was calculated to be 1.5 acres. For operations, the size of the Project Site has been used.

was thoroughly analyzed as part of the SCAQMD's 2003 *Air Quality Management Plan* and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).<sup>11,12</sup> As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans. The Basin was re-designated as attainment in 2007 and CO is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles per day.

The 2003 *Air Quality Management Plan* is the most recent AQMP that addressed CO concentrations. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an updated analysis was performed based on the 1992 CO Plan using more recent modeling techniques (dispersion modeling, emission factors).<sup>13</sup> The Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard.

By contrast, the proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. According to daily traffic volume data, Las Palmas between Lexington and Santa Monica has an existing vehicle count of 5,733, Santa Monica between Highland and Las Palmas has an existing vehicle count of 47,083, and Santa Monica between Seward and Las Palmas has an existing vehicle count of 47,726. As CO hotspots were not created at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodated 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any of the intersections in the vicinity of the Project Site from an additional 925 daily vehicle trips attributable to the Project. Therefore, impacts would be less than significant and no mitigation is required.

---

<sup>11</sup> South Coast Air Quality Management District, *Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations*, August 2003.

<sup>12</sup> South Coast Air Quality Management District, *Federal Attainment Plan for Carbon Monoxide*, 1992.

<sup>13</sup> South Coast Air Quality Management District, *Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations*, August 2003.

### Consistency with Air Quality Management Planning

As part of its enforcement responsibilities, the Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (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 California Ambient Air Quality Standards (CAAQS) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal 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.

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP) and 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2022 AQMP builds upon measures already in place from previous AQMPs.<sup>14</sup> The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standard (NAAQS). Air quality management planning is a regional and multi-agency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, 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.

---

<sup>14</sup> South Coast Air Quality Management District, *2022 Air Quality Management Plan, page ES-2*, December 2022. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

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

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and National Ambient Air Quality Standards (NAAQS).<sup>15</sup>

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown below, the Project would not exceed the construction or operational standards. Therefore, the Project would not result in an increase in frequency or severity of existing air quality violations, 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. Thus, the Project would be consistent with the AQMP under the first criterion.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts (SCAG's 2020-2045 RTP/SCS). SCAG's growth forecasts are made in consultation with local governments and with reference to their local general plans. The 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.<sup>16</sup> The Project is expected to generate a net increase of 346 employees at the Project Site.<sup>17</sup> Growth forecasts prepared by SCAG contained in the 2020-2045 RTP/SCS indicate that employment within the City will increase from 1,848,300 jobs in 2016 to 2,135,900 jobs in 2045, an increase of 287,600 jobs.<sup>18</sup> Representing 0.1 percent of this increase, the Project's net employee increase would be within local and regional employment projections. Thus, the Project would also be consistent with the AQMP under the second criterion.

In addition, the Project would not conflict with or obstruct implementation of the City's General Plan Air Quality Element.<sup>19</sup> The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted by the City of Los Angeles to provide flexibility in implementation

---

<sup>15</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

<sup>16</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

<sup>17</sup> City of Los Angeles VMT Calculator Documentation, Version 1.3, LADOT, Los Angeles Department of Transportation and Los Angeles Department of City Planning, Table 1, Land Use and Trip Generation Base Assumptions, May 2020

<sup>18</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579)

<sup>19</sup> Department of City Planning Los Angeles, General Plan Air Quality Element, November 1992, [https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16fee70bc/Air\\_Quality\\_Element.pdf](https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16fee70bc/Air_Quality_Element.pdf).

of its policies and objectives. The goal, objectives, and policies provided in the City's Air Quality Element applicable to the Project include the following:

- **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.
  - **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 1.3.2:** Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.
  - **Policy 4.2.3:** Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

The Project's location within an existing developed urban area would reduce VMT and related vehicle emissions in comparison to a project located in a non-urban environment as discussed further in Section 4.17, *Transportation*. High population density would result in employees and visitors potentially living closer to the Project Site, reducing travel distances and overall VMT. In addition, the Project includes short- and long-term bicycle parking spaces (i.e., 26 bicycle parking spaces consisting of 9 short-term and 17 long-term spaces), shower/changing facilities, pedestrian-friendly features (e.g., a separate pedestrian entrance at the main gate), and on-site EV and EV-ready parking, and the Project Site provides convenient access to public transit, all of which encourages multi-modal transportation and facilitates a reduced use of vehicular use and a reduction in VMT.

Project implementation would not exceed the SCAQMD localized significance thresholds which were developed to ensure no exceedances of the California or federal ambient air quality standards or thresholds. As the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for air quality pollutants (including VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>), the Project also would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, the Project would be consistent with the population and employment growth projections in the AQMP.

Based on the above, the Project would not conflict with or obstruct implementation of the SCAQMD's AQMP or the City's General Plan Air Quality Element. Impacts would be less than significant, and no mitigation measures are required.

**Conclusion**

Project implementation would result in less than significant construction and operational air quality impacts. No mitigation measures are required. Therefore, the Project would not result in significant effects.



## Appendix A

---

AQ Data

1155 Las Palmas - Existing - 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**

**1155 Las Palmas - 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
Manufacturing	5.50	1000sqft	0.13	5,498.00	0

**1.2 Other Project Characteristics**

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

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing manufacturing use to be converted to office

Construction Phase - Existing - Operations only

Vehicle Trips - VMT analysis, Kimly Horn

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	10/6/2022	9/22/2022
tblVehicleTrips	ST_TR	6.42	4.75
tblVehicleTrips	SU_TR	5.09	4.75
tblVehicleTrips	WD_TR	3.93	4.75



1155 Las Palmas - Existing - 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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Energy	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
Mobile	0.0979	0.1206	1.1153	2.4600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		250.9727	250.9727	0.0155	9.8700e-003	254.3019
<b>Total</b>	<b>0.2237</b>	<b>0.1472</b>	<b>1.1381</b>	<b>2.6200e-003</b>	<b>0.2435</b>	<b>4.0300e-003</b>	<b>0.2475</b>	<b>0.0649</b>	<b>3.8900e-003</b>	<b>0.0687</b>		<b>282.8011</b>	<b>282.8011</b>	<b>0.0161</b>	<b>0.0105</b>	<b>286.3196</b>

**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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Energy	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
Mobile	0.0979	0.1206	1.1153	2.4600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		250.9727	250.9727	0.0155	9.8700e-003	254.3019
<b>Total</b>	<b>0.2237</b>	<b>0.1472</b>	<b>1.1381</b>	<b>2.6200e-003</b>	<b>0.2435</b>	<b>4.0300e-003</b>	<b>0.2475</b>	<b>0.0649</b>	<b>3.8900e-003</b>	<b>0.0687</b>		<b>282.8011</b>	<b>282.8011</b>	<b>0.0161</b>	<b>0.0105</b>	<b>286.3196</b>

1155 Las Palmas - Existing - 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	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/23/2022	9/22/2022	5	0	

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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**





1155 Las Palmas - Existing - 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**

**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	0.0979	0.1206	1.1153	2.4600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		250.9727	250.9727	0.0155	9.8700e-003	254.3019
Unmitigated	0.0979	0.1206	1.1153	2.4600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		250.9727	250.9727	0.0155	9.8700e-003	254.3019

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	26.12	26.12	26.12	115,647	115,647
Total	26.12	26.12	26.12	115,647	115,647

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397



1155 Las Palmas - Existing - 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**

**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	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
NaturalGas Unmitigated	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164

**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					
Manufacturing	270.532	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
<b>Total</b>		<b>2.9200e-003</b>	<b>0.0265</b>	<b>0.0223</b>	<b>1.6000e-004</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>31.8273</b>	<b>31.8273</b>	<b>6.1000e-004</b>	<b>5.8000e-004</b>	<b>32.0164</b>

1155 Las Palmas - Existing - 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**

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas 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					
Manufacturing	0.270532	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
<b>Total</b>		<b>2.9200e-003</b>	<b>0.0265</b>	<b>0.0223</b>	<b>1.6000e-004</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>31.8273</b>	<b>31.8273</b>	<b>6.1000e-004</b>	<b>5.8000e-004</b>	<b>32.0164</b>

**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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Unmitigated	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003

1155 Las Palmas - Existing - 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	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
<b>Total</b>	<b>0.1229</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.2000e-003</b>	<b>1.2000e-003</b>	<b>0.0000</b>		<b>1.2800e-003</b>

1155 Las Palmas - Existing - 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**

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	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
<b>Total</b>	<b>0.1229</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.2000e-003</b>	<b>1.2000e-003</b>	<b>0.0000</b>		<b>1.2800e-003</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

1155 Las Palmas - Existing - 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**

---

1155 Las Palmas - Existing - 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**

**1155 Las Palmas - 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
Manufacturing	5.50	1000sqft	0.13	5,498.00	0

**1.2 Other Project Characteristics**

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

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing manufacturing use to be converted to office

Construction Phase - Existing - Operations only

Vehicle Trips - VMT analysis, Kimly Horn

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	10/6/2022	9/22/2022
tblVehicleTrips	ST_TR	6.42	4.75
tblVehicleTrips	SU_TR	5.09	4.75
tblVehicleTrips	WD_TR	3.93	4.75



1155 Las Palmas - Existing - 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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Energy	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
Mobile	0.0965	0.1300	1.0765	2.3600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		240.1374	240.1374	0.0158	0.0103	243.6065
<b>Total</b>	<b>0.2223</b>	<b>0.1565</b>	<b>1.0993</b>	<b>2.5200e-003</b>	<b>0.2435</b>	<b>4.0300e-003</b>	<b>0.2475</b>	<b>0.0649</b>	<b>3.8900e-003</b>	<b>0.0687</b>		<b>271.9659</b>	<b>271.9659</b>	<b>0.0164</b>	<b>0.0109</b>	<b>275.6242</b>

**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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Energy	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
Mobile	0.0965	0.1300	1.0765	2.3600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		240.1374	240.1374	0.0158	0.0103	243.6065
<b>Total</b>	<b>0.2223</b>	<b>0.1565</b>	<b>1.0993</b>	<b>2.5200e-003</b>	<b>0.2435</b>	<b>4.0300e-003</b>	<b>0.2475</b>	<b>0.0649</b>	<b>3.8900e-003</b>	<b>0.0687</b>		<b>271.9659</b>	<b>271.9659</b>	<b>0.0164</b>	<b>0.0109</b>	<b>275.6242</b>



1155 Las Palmas - Existing - 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	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/23/2022	9/22/2022	5	0	

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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**





1155 Las Palmas - Existing - 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**

**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	0.0965	0.1300	1.0765	2.3600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		240.1374	240.1374	0.0158	0.0103	243.6065
Unmitigated	0.0965	0.1300	1.0765	2.3600e-003	0.2435	2.0100e-003	0.2455	0.0649	1.8700e-003	0.0667		240.1374	240.1374	0.0158	0.0103	243.6065

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	26.12	26.12	26.12	115,647	115,647
Total	26.12	26.12	26.12	115,647	115,647

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

1155 Las Palmas - Existing - 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**

**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	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
NaturalGas Unmitigated	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164

**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					
Manufacturing	270.532	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
<b>Total</b>		<b>2.9200e-003</b>	<b>0.0265</b>	<b>0.0223</b>	<b>1.6000e-004</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>31.8273</b>	<b>31.8273</b>	<b>6.1000e-004</b>	<b>5.8000e-004</b>	<b>32.0164</b>

1155 Las Palmas - Existing - 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**

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas 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					
Manufacturing	0.270532	2.9200e-003	0.0265	0.0223	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8273	31.8273	6.1000e-004	5.8000e-004	32.0164
<b>Total</b>		<b>2.9200e-003</b>	<b>0.0265</b>	<b>0.0223</b>	<b>1.6000e-004</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>2.0200e-003</b>	<b>2.0200e-003</b>		<b>31.8273</b>	<b>31.8273</b>	<b>6.1000e-004</b>	<b>5.8000e-004</b>	<b>32.0164</b>

**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	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
Unmitigated	0.1229	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003

1155 Las Palmas - Existing - 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	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
<b>Total</b>	<b>0.1229</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.2000e-003</b>	<b>1.2000e-003</b>	<b>0.0000</b>		<b>1.2800e-003</b>

1155 Las Palmas - Existing - 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**

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	0.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2000e-003	1.2000e-003	0.0000		1.2800e-003
<b>Total</b>	<b>0.1229</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.2000e-003</b>	<b>1.2000e-003</b>	<b>0.0000</b>		<b>1.2800e-003</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**



1155 Las Palmas - Existing - 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**

**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**

---

1155 Las Palmas - South Coast Air Basin, Summer

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

**1155 Las Palmas  
South Coast Air Basin, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	87.05	1000sqft	2.00	87,045.00	0
Strip Mall	0.14	1000sqft	0.06	135.00	0
Enclosed Parking with Elevator	213.00	Space	0.00	85,200.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2025
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Site area 2.06 AC
- Construction Phase - Project Schedule
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment

1155 Las Palmas - South Coast Air Basin, Summer

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

Grading -

Demolition -

Trips and VMT - Irwindale Disposal Site

Vehicle Trips - Traffic analysis

Energy Use - No natural gas usage

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	173.00
tblConstructionPhase	NumDays	220.00	174.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	3.00	0.00
tblConstructionPhase	NumDays	220.00	45.00
tblConstructionPhase	PhaseEndDate	1/11/2024	9/30/2024
tblConstructionPhase	PhaseEndDate	12/14/2023	2/29/2024
tblConstructionPhase	PhaseEndDate	1/27/2023	1/31/2023
tblConstructionPhase	PhaseEndDate	2/9/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	12/28/2023	12/14/2023
tblConstructionPhase	PhaseEndDate	2/1/2023	1/27/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	2/1/2024
tblConstructionPhase	PhaseStartDate	2/10/2023	7/3/2023
tblConstructionPhase	PhaseStartDate	2/2/2023	2/1/2023
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	4.11	4.39
tblEnergyUse	T24E	3.58	3.71

1155 Las Palmas - South Coast Air Basin, Summer

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

tblEnergyUse	T24NG	9.92	0.00
tblEnergyUse	T24NG	1.14	0.00
tblGrading	MaterialExported	0.00	51,401.00
tblLandUse	LotAcreage	0.00	0.06
tblLandUse	LotAcreage	1.92	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblVehicleTrips	ST_TR	2.21	10.84

1155 Las Palmas - South Coast Air Basin, Summer

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

tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	10.84
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	10.84
tblVehicleTrips	WD_TR	44.32	54.45

**2.0 Emissions Summary**

---

1155 Las Palmas - South Coast Air Basin, Summer

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

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.3706	25.7857	15.3597	0.1115	2.8778	0.9771	3.3485	0.7763	0.9001	1.2142	0.0000	11,984.57 56	11,984.57 56	1.3432	1.5242	12,472.36 27
2024	7.1523	19.5321	25.0366	0.0505	1.0399	0.8987	1.9387	0.2799	0.8527	1.1325	0.0000	4,955.727 8	4,955.727 8	0.7959	0.0950	5,003.926 4
<b>Maximum</b>	<b>7.1523</b>	<b>25.7857</b>	<b>25.0366</b>	<b>0.1115</b>	<b>2.8778</b>	<b>0.9771</b>	<b>3.3485</b>	<b>0.7763</b>	<b>0.9001</b>	<b>1.2142</b>	<b>0.0000</b>	<b>11,984.57 56</b>	<b>11,984.57 56</b>	<b>1.3432</b>	<b>1.5242</b>	<b>12,472.36 27</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.3706	25.7857	15.3597	0.1115	2.8215	0.9771	3.2922	0.7678	0.9001	1.2057	0.0000	11,984.57 56	11,984.57 56	1.3432	1.5242	12,472.36 27
2024	7.1523	19.5321	25.0366	0.0505	1.0399	0.8987	1.9387	0.2799	0.8527	1.1325	0.0000	4,955.727 7	4,955.727 7	0.7959	0.0950	5,003.926 4
<b>Maximum</b>	<b>7.1523</b>	<b>25.7857</b>	<b>25.0366</b>	<b>0.1115</b>	<b>2.8215</b>	<b>0.9771</b>	<b>3.2922</b>	<b>0.7678</b>	<b>0.9001</b>	<b>1.2057</b>	<b>0.0000</b>	<b>11,984.57 56</b>	<b>11,984.57 56</b>	<b>1.3432</b>	<b>1.5242</b>	<b>12,472.36 27</b>

## 1155 Las Palmas - South Coast Air Basin, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.44	0.00	1.06	0.81	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00

1155 Las Palmas - South Coast Air Basin, Summer

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.6247	2.6843	25.9414	0.0593	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		6,193.9596	6,193.9596	0.3738	0.2474	6,277.0158
<b>Total</b>	<b>4.6118</b>	<b>2.6846</b>	<b>25.9719</b>	<b>0.0593</b>	<b>6.4337</b>	<b>0.0419</b>	<b>6.4756</b>	<b>1.7144</b>	<b>0.0389</b>	<b>1.7534</b>		<b>6,194.0253</b>	<b>6,194.0253</b>	<b>0.3739</b>	<b>0.2474</b>	<b>6,277.0858</b>

**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	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.6247	2.6843	25.9414	0.0593	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		6,193.9596	6,193.9596	0.3738	0.2474	6,277.0158
<b>Total</b>	<b>4.6118</b>	<b>2.6846</b>	<b>25.9719</b>	<b>0.0593</b>	<b>6.4337</b>	<b>0.0419</b>	<b>6.4756</b>	<b>1.7144</b>	<b>0.0389</b>	<b>1.7534</b>		<b>6,194.0253</b>	<b>6,194.0253</b>	<b>0.3739</b>	<b>0.2474</b>	<b>6,277.0858</b>



1155 Las Palmas - South Coast Air Basin, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/31/2023	5	22	
2	Site Preparation	Site Preparation	1/28/2023	1/27/2023	5	0	
3	Grading	Grading	2/1/2023	4/28/2023	5	63	
4	Building Construction	Building Construction	7/3/2023	2/29/2024	5	174	
5	Paving	Paving	12/15/2023	12/14/2023	5	0	
6	Architectural Coating	Architectural Coating	2/1/2024	9/30/2024	5	173	
7	Foundations	Building Construction	5/1/2023	6/30/2023	5	45	

**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: 130,770; Non-Residential Outdoor: 43,590; Striped Parking Area: 5,112 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	2	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29

1155 Las Palmas - South Coast Air Basin, Summer

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

Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Grading	Graders	0	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Foundations	Cranes	1	8.00	231	0.29
Foundations	Forklifts	1	7.00	89	0.20
Foundations	Generator Sets	0	8.00	84	0.74
Foundations	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Foundations	Welders	0	8.00	46	0.45
Grading	Excavators	1	8.00	158	0.38
Grading	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Air Compressors	1	8.00	78	0.48
Building Construction	Pumps	1	8.00	84	0.74
Architectural Coating	Other Construction Equipment	2	8.00	172	0.42
Foundations	Pumps	1	8.00	84	0.74

**Trips and VMT**

1155 Las Palmas - South Coast Air Basin, Summer

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	4	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	1	3.00	0.00	153.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,425.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundations	4	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5018	0.0000	1.5018	0.2274	0.0000	0.2274			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698		301.5765	301.5765	0.0975		304.0149
<b>Total</b>	<b>0.1514</b>	<b>1.5357</b>	<b>2.2313</b>	<b>3.1200e-003</b>	<b>1.5018</b>	<b>0.0758</b>	<b>1.5776</b>	<b>0.2274</b>	<b>0.0698</b>	<b>0.2971</b>		<b>301.5765</b>	<b>301.5765</b>	<b>0.0975</b>		<b>304.0149</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.2 Demolition - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0184	1.2230	0.3087	5.9000e-003	0.1823	8.9700e-003	0.1913	0.0500	8.5800e-003	0.0586		652.4555	652.4555	0.0403	0.1038	684.3917
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	9.4900e-003	6.4000e-003	0.1049	2.9000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.7000e-004	9.0700e-003		30.0192	30.0192	7.2000e-004	6.8000e-004	30.2386
<b>Total</b>	<b>0.0279</b>	<b>1.2294</b>	<b>0.4136</b>	<b>6.1900e-003</b>	<b>0.2159</b>	<b>9.1600e-003</b>	<b>0.2250</b>	<b>0.0589</b>	<b>8.7500e-003</b>	<b>0.0676</b>		<b>682.4748</b>	<b>682.4748</b>	<b>0.0411</b>	<b>0.1045</b>	<b>714.6303</b>

**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					0.5857	0.0000	0.5857	0.0887	0.0000	0.0887			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698	0.0000	301.5765	301.5765	0.0975		304.0149
<b>Total</b>	<b>0.1514</b>	<b>1.5357</b>	<b>2.2313</b>	<b>3.1200e-003</b>	<b>0.5857</b>	<b>0.0758</b>	<b>0.6615</b>	<b>0.0887</b>	<b>0.0698</b>	<b>0.1584</b>	<b>0.0000</b>	<b>301.5765</b>	<b>301.5765</b>	<b>0.0975</b>		<b>304.0149</b>





1155 Las Palmas - South Coast Air Basin, Summer

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

**3.3 Site Preparation - 2023**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0923	0.0000	0.0923	0.0140	0.0000	0.0140			0.0000			0.0000
Off-Road	0.9609	7.8295	10.4838	0.0239		0.3385	0.3385		0.3114	0.3114		2,316.6530	2,316.6530	0.7493		2,335.3843
<b>Total</b>	<b>0.9609</b>	<b>7.8295</b>	<b>10.4838</b>	<b>0.0239</b>	<b>0.0923</b>	<b>0.3385</b>	<b>0.4308</b>	<b>0.0140</b>	<b>0.3114</b>	<b>0.3254</b>		<b>2,316.6530</b>	<b>2,316.6530</b>	<b>0.7493</b>		<b>2,335.3843</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2700	17.9348	4.5263	0.0866	2.6737	0.1316	2.8053	0.7327	0.1259	0.8586		9,567.8585	9,567.8585	0.5915	1.5219	10,036.1831
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	0.0317	0.0213	0.3496	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		100.0641	100.0641	2.4000e-003	2.2500e-003	100.7953
<b>Total</b>	<b>0.3016</b>	<b>17.9561</b>	<b>4.8759</b>	<b>0.0876</b>	<b>2.7855</b>	<b>0.1322</b>	<b>2.9177</b>	<b>0.7623</b>	<b>0.1265</b>	<b>0.8888</b>		<b>9,667.9227</b>	<b>9,667.9227</b>	<b>0.5939</b>	<b>1.5242</b>	<b>10,136.9784</b>

**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					0.0360	0.0000	0.0360	5.4500e-003	0.0000	5.4500e-003			0.0000			0.0000
Off-Road	0.9609	7.8295	10.4838	0.0239		0.3385	0.3385		0.3114	0.3114	0.0000	2,316.6530	2,316.6530	0.7493		2,335.3843
<b>Total</b>	<b>0.9609</b>	<b>7.8295</b>	<b>10.4838</b>	<b>0.0239</b>	<b>0.0360</b>	<b>0.3385</b>	<b>0.3745</b>	<b>5.4500e-003</b>	<b>0.3114</b>	<b>0.3169</b>	<b>0.0000</b>	<b>2,316.6530</b>	<b>2,316.6530</b>	<b>0.7493</b>		<b>2,335.3843</b>



1155 Las Palmas - South Coast Air Basin, Summer

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

**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2700	17.9348	4.5263	0.0866	2.6737	0.1316	2.8053	0.7327	0.1259	0.8586		9,567.8585	9,567.8585	0.5915	1.5219	10,036.1831
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	0.0317	0.0213	0.3496	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		100.0641	100.0641	2.4000e-003	2.2500e-003	100.7953
<b>Total</b>	<b>0.3016</b>	<b>17.9561</b>	<b>4.8759</b>	<b>0.0876</b>	<b>2.7855</b>	<b>0.1322</b>	<b>2.9177</b>	<b>0.7623</b>	<b>0.1265</b>	<b>0.8888</b>		<b>9,667.9227</b>	<b>9,667.9227</b>	<b>0.5939</b>	<b>1.5242</b>	<b>10,136.9784</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1380	10.2972	10.6497	0.0200		0.4974	0.4974		0.4759	0.4759		1,912.8272	1,912.8272	0.3467		1,921.4955
<b>Total</b>	<b>1.1380</b>	<b>10.2972</b>	<b>10.6497</b>	<b>0.0200</b>		<b>0.4974</b>	<b>0.4974</b>		<b>0.4759</b>	<b>0.4759</b>		<b>1,912.8272</b>	<b>1,912.8272</b>	<b>0.3467</b>		<b>1,921.4955</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0300	1.0246	0.3932	5.1000e-003	0.1793	5.6600e-003	0.1849	0.0516	5.4200e-003	0.0570		550.4244	550.4244	0.0204	0.0798	574.7235
Worker	0.2026	0.1365	2.2376	6.2600e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		640.4103	640.4103	0.0153	0.0144	645.0898
<b>Total</b>	<b>0.2326</b>	<b>1.1611</b>	<b>2.6308</b>	<b>0.0114</b>	<b>0.8946</b>	<b>9.7000e-003</b>	<b>0.9043</b>	<b>0.2413</b>	<b>9.1400e-003</b>	<b>0.2505</b>		<b>1,190.8347</b>	<b>1,190.8347</b>	<b>0.0357</b>	<b>0.0943</b>	<b>1,219.8134</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1380	10.2972	10.6497	0.0200		0.4974	0.4974		0.4759	0.4759	0.0000	1,912.8272	1,912.8272	0.3467		1,921.4955
<b>Total</b>	<b>1.1380</b>	<b>10.2972</b>	<b>10.6497</b>	<b>0.0200</b>		<b>0.4974</b>	<b>0.4974</b>		<b>0.4759</b>	<b>0.4759</b>	<b>0.0000</b>	<b>1,912.8272</b>	<b>1,912.8272</b>	<b>0.3467</b>		<b>1,921.4955</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0300	1.0246	0.3932	5.1000e-003	0.1793	5.6600e-003	0.1849	0.0516	5.4200e-003	0.0570		550.4244	550.4244	0.0204	0.0798	574.7235
Worker	0.2026	0.1365	2.2376	6.2600e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		640.4103	640.4103	0.0153	0.0144	645.0898
<b>Total</b>	<b>0.2326</b>	<b>1.1611</b>	<b>2.6308</b>	<b>0.0114</b>	<b>0.8946</b>	<b>9.7000e-003</b>	<b>0.9043</b>	<b>0.2413</b>	<b>9.1400e-003</b>	<b>0.2505</b>		<b>1,190.8347</b>	<b>1,190.8347</b>	<b>0.0357</b>	<b>0.0943</b>	<b>1,219.8134</b>

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0690	9.5672	10.5816	0.0200		0.4388	0.4388		0.4196	0.4196		1,912.9580	1,912.9580	0.3444		1,921.5670
<b>Total</b>	<b>1.0690</b>	<b>9.5672</b>	<b>10.5816</b>	<b>0.0200</b>		<b>0.4388</b>	<b>0.4388</b>		<b>0.4196</b>	<b>0.4196</b>		<b>1,912.9580</b>	<b>1,912.9580</b>	<b>0.3444</b>		<b>1,921.5670</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.5 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0293	1.0290	0.3868	5.0200e-003	0.1793	5.6900e-003	0.1850	0.0516	5.4400e-003	0.0571		542.5921	542.5921	0.0204	0.0788	566.5912
Worker	0.1891	0.1220	2.0865	6.0700e-003	0.7154	3.8700e-003	0.7192	0.1897	3.5700e-003	0.1933		626.6156	626.6156	0.0139	0.0134	630.9625
<b>Total</b>	<b>0.2184</b>	<b>1.1509</b>	<b>2.4733</b>	<b>0.0111</b>	<b>0.8946</b>	<b>9.5600e-003</b>	<b>0.9042</b>	<b>0.2413</b>	<b>9.0100e-003</b>	<b>0.2503</b>		<b>1,169.2076</b>	<b>1,169.2076</b>	<b>0.0343</b>	<b>0.0923</b>	<b>1,197.5537</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0690	9.5672	10.5816	0.0200		0.4388	0.4388		0.4196	0.4196	0.0000	1,912.9580	1,912.9580	0.3444		1,921.5670
<b>Total</b>	<b>1.0690</b>	<b>9.5672</b>	<b>10.5816</b>	<b>0.0200</b>		<b>0.4388</b>	<b>0.4388</b>		<b>0.4196</b>	<b>0.4196</b>	<b>0.0000</b>	<b>1,912.9580</b>	<b>1,912.9580</b>	<b>0.3444</b>		<b>1,921.5670</b>





1155 Las Palmas - South Coast Air Basin, Summer

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

**3.6 Paving - 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	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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.8084					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0181	8.7892	11.5579	0.0182		0.4496	0.4496		0.4233	0.4233		1,746.2809	1,746.2809	0.4144		1,756.6415
<b>Total</b>	<b>5.8265</b>	<b>8.7892</b>	<b>11.5579</b>	<b>0.0182</b>		<b>0.4496</b>	<b>0.4496</b>		<b>0.4233</b>	<b>0.4233</b>		<b>1,746.2809</b>	<b>1,746.2809</b>	<b>0.4144</b>		<b>1,756.6415</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0384	0.0248	0.4238	1.2300e-003	0.1453	7.9000e-004	0.1461	0.0385	7.2000e-004	0.0393		127.2813	127.2813	2.8200e-003	2.7300e-003	128.1643
<b>Total</b>	<b>0.0384</b>	<b>0.0248</b>	<b>0.4238</b>	<b>1.2300e-003</b>	<b>0.1453</b>	<b>7.9000e-004</b>	<b>0.1461</b>	<b>0.0385</b>	<b>7.2000e-004</b>	<b>0.0393</b>		<b>127.2813</b>	<b>127.2813</b>	<b>2.8200e-003</b>	<b>2.7300e-003</b>	<b>128.1643</b>

**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	4.8084					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0181	8.7892	11.5579	0.0182		0.4496	0.4496		0.4233	0.4233	0.0000	1,746.2808	1,746.2808	0.4144		1,756.6415
<b>Total</b>	<b>5.8265</b>	<b>8.7892</b>	<b>11.5579</b>	<b>0.0182</b>		<b>0.4496</b>	<b>0.4496</b>		<b>0.4233</b>	<b>0.4233</b>	<b>0.0000</b>	<b>1,746.2808</b>	<b>1,746.2808</b>	<b>0.4144</b>		<b>1,756.6415</b>



1155 Las Palmas - South Coast Air Basin, Summer

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0384	0.0248	0.4238	1.2300e-003	0.1453	7.9000e-004	0.1461	0.0385	7.2000e-004	0.0393		127.2813	127.2813	2.8200e-003	2.7300e-003	128.1643
<b>Total</b>	<b>0.0384</b>	<b>0.0248</b>	<b>0.4238</b>	<b>1.2300e-003</b>	<b>0.1453</b>	<b>7.9000e-004</b>	<b>0.1461</b>	<b>0.0385</b>	<b>7.2000e-004</b>	<b>0.0393</b>		<b>127.2813</b>	<b>127.2813</b>	<b>2.8200e-003</b>	<b>2.7300e-003</b>	<b>128.1643</b>

**3.8 Foundations - 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	0.8825	8.5598	8.2349	0.0160		0.4029	0.4029		0.3815	0.3815		1,537.5632	1,537.5632	0.3243		1,545.6702
<b>Total</b>	<b>0.8825</b>	<b>8.5598</b>	<b>8.2349</b>	<b>0.0160</b>		<b>0.4029</b>	<b>0.4029</b>		<b>0.3815</b>	<b>0.3815</b>		<b>1,537.5632</b>	<b>1,537.5632</b>	<b>0.3243</b>		<b>1,545.6702</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.8 Foundations - 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	0.0300	1.0246	0.3932	5.1000e-003	0.1793	5.6600e-003	0.1849	0.0516	5.4200e-003	0.0570		550.4244	550.4244	0.0204	0.0798	574.7235
Worker	0.2026	0.1365	2.2376	6.2600e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		640.4103	640.4103	0.0153	0.0144	645.0898
<b>Total</b>	<b>0.2326</b>	<b>1.1611</b>	<b>2.6308</b>	<b>0.0114</b>	<b>0.8946</b>	<b>9.7000e-003</b>	<b>0.9043</b>	<b>0.2413</b>	<b>9.1400e-003</b>	<b>0.2505</b>		<b>1,190.8347</b>	<b>1,190.8347</b>	<b>0.0357</b>	<b>0.0943</b>	<b>1,219.8134</b>

**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	0.8825	8.5598	8.2349	0.0160		0.4029	0.4029		0.3815	0.3815	0.0000	1,537.5632	1,537.5632	0.3243		1,545.6702
<b>Total</b>	<b>0.8825</b>	<b>8.5598</b>	<b>8.2349</b>	<b>0.0160</b>		<b>0.4029</b>	<b>0.4029</b>		<b>0.3815</b>	<b>0.3815</b>	<b>0.0000</b>	<b>1,537.5632</b>	<b>1,537.5632</b>	<b>0.3243</b>		<b>1,545.6702</b>

1155 Las Palmas - South Coast Air Basin, Summer

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

**3.8 Foundations - 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	0.0300	1.0246	0.3932	5.1000e-003	0.1793	5.6600e-003	0.1849	0.0516	5.4200e-003	0.0570		550.4244	550.4244	0.0204	0.0798	574.7235
Worker	0.2026	0.1365	2.2376	6.2600e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		640.4103	640.4103	0.0153	0.0144	645.0898
<b>Total</b>	<b>0.2326</b>	<b>1.1611</b>	<b>2.6308</b>	<b>0.0114</b>	<b>0.8946</b>	<b>9.7000e-003</b>	<b>0.9043</b>	<b>0.2413</b>	<b>9.1400e-003</b>	<b>0.2505</b>		<b>1,190.8347</b>	<b>1,190.8347</b>	<b>0.0357</b>	<b>0.0943</b>	<b>1,219.8134</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

1155 Las Palmas - South Coast Air Basin, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6247	2.6843	25.9414	0.0593	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		6,193.9596	6,193.9596	0.3738	0.2474	6,277.0158
Unmitigated	2.6247	2.6843	25.9414	0.0593	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		6,193.9596	6,193.9596	0.3738	0.2474	6,277.0158

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	943.57	943.57	943.57	3,039,667	3,039,667
Strip Mall	7.35	7.35	7.35	13,986	13,986
<b>Total</b>	<b>950.92</b>	<b>950.92</b>	<b>950.92</b>	<b>3,053,652</b>	<b>3,053,652</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
General Office Building	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644

1155 Las Palmas - South Coast Air Basin, Summer

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

Strip Mall	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

1155 Las Palmas - South Coast Air Basin, Summer

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

1155 Las Palmas - South Coast Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
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
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

1155 Las Palmas - South Coast Air Basin, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Unmitigated	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700

**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	0.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8100e-003	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
<b>Total</b>	<b>1.9871</b>	<b>2.8000e-004</b>	<b>0.0306</b>	<b>0.0000</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.7000e-004</b>		<b>0.0700</b>



1155 Las Palmas - South Coast Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8100e-003	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
<b>Total</b>	<b>1.9871</b>	<b>2.8000e-004</b>	<b>0.0306</b>	<b>0.0000</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.7000e-004</b>		<b>0.0700</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

1155 Las Palmas - South Coast Air Basin, Summer

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

---

1155 Las Palmas - South Coast Air Basin, Winter

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

**1155 Las Palmas  
South Coast Air Basin, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	87.05	1000sqft	2.00	87,045.00	0
Strip Mall	0.14	1000sqft	0.06	135.00	0
Enclosed Parking with Elevator	213.00	Space	0.00	85,200.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2025
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Site area 2.06 AC
- Construction Phase - Project Schedule
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment

1155 Las Palmas - South Coast Air Basin, Winter

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

Grading -

Demolition -

Trips and VMT - Irwindale Disposal Site

Vehicle Trips - Traffic analysis

Energy Use - No natural gas usage

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	173.00
tblConstructionPhase	NumDays	220.00	174.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	3.00	0.00
tblConstructionPhase	NumDays	220.00	45.00
tblConstructionPhase	PhaseEndDate	1/11/2024	9/30/2024
tblConstructionPhase	PhaseEndDate	12/14/2023	2/29/2024
tblConstructionPhase	PhaseEndDate	1/27/2023	1/31/2023
tblConstructionPhase	PhaseEndDate	2/9/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	12/28/2023	12/14/2023
tblConstructionPhase	PhaseEndDate	2/1/2023	1/27/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	2/1/2024
tblConstructionPhase	PhaseStartDate	2/10/2023	7/3/2023
tblConstructionPhase	PhaseStartDate	2/2/2023	2/1/2023
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	4.11	4.39
tblEnergyUse	T24E	3.58	3.71

1155 Las Palmas - South Coast Air Basin, Winter

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

tblEnergyUse	T24NG	9.92	0.00
tblEnergyUse	T24NG	1.14	0.00
tblGrading	MaterialExported	0.00	51,401.00
tblLandUse	LotAcreage	0.00	0.06
tblLandUse	LotAcreage	1.92	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblVehicleTrips	ST_TR	2.21	10.84

1155 Las Palmas - South Coast Air Basin, Winter

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

tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	10.84
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	10.84
tblVehicleTrips	WD_TR	44.32	54.45

**2.0 Emissions Summary**

---

1155 Las Palmas - South Coast Air Basin, Winter

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

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.3826	26.5679	15.3752	0.1115	2.8778	0.9771	3.3487	0.7763	0.9001	1.2144	0.0000	11,985.65 11	11,985.65 11	1.3424	1.5254	12,473.78 76
2024	7.1667	19.5948	24.8283	0.0501	1.0399	0.8988	1.9387	0.2799	0.8527	1.1326	0.0000	4,914.667 6	4,914.667 6	0.7961	0.0962	4,963.229 0
<b>Maximum</b>	<b>7.1667</b>	<b>26.5679</b>	<b>24.8283</b>	<b>0.1115</b>	<b>2.8778</b>	<b>0.9771</b>	<b>3.3487</b>	<b>0.7763</b>	<b>0.9001</b>	<b>1.2144</b>	<b>0.0000</b>	<b>11,985.65 11</b>	<b>11,985.65 11</b>	<b>1.3424</b>	<b>1.5254</b>	<b>12,473.78 76</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.3826	26.5679	15.3752	0.1115	2.8215	0.9771	3.2924	0.7678	0.9001	1.2059	0.0000	11,985.65 11	11,985.65 11	1.3424	1.5254	12,473.78 76
2024	7.1667	19.5948	24.8283	0.0501	1.0399	0.8988	1.9387	0.2799	0.8527	1.1326	0.0000	4,914.667 6	4,914.667 6	0.7961	0.0962	4,963.229 0
<b>Maximum</b>	<b>7.1667</b>	<b>26.5679</b>	<b>24.8283</b>	<b>0.1115</b>	<b>2.8215</b>	<b>0.9771</b>	<b>3.2924</b>	<b>0.7678</b>	<b>0.9001</b>	<b>1.2059</b>	<b>0.0000</b>	<b>11,985.65 11</b>	<b>11,985.65 11</b>	<b>1.3424</b>	<b>1.5254</b>	<b>12,473.78 76</b>

## 1155 Las Palmas - South Coast Air Basin, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.44	0.00	1.06	0.81	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00



1155 Las Palmas - South Coast Air Basin, Winter

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.5503	2.8835	25.2676	0.0566	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		5,918.7930	5,918.7930	0.3846	0.2571	6,005.0308
<b>Total</b>	<b>4.5373</b>	<b>2.8838</b>	<b>25.2981</b>	<b>0.0566</b>	<b>6.4337</b>	<b>0.0419</b>	<b>6.4756</b>	<b>1.7144</b>	<b>0.0389</b>	<b>1.7534</b>		<b>5,918.8587</b>	<b>5,918.8587</b>	<b>0.3848</b>	<b>0.2571</b>	<b>6,005.1008</b>

**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	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.5503	2.8835	25.2676	0.0566	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		5,918.7930	5,918.7930	0.3846	0.2571	6,005.0308
<b>Total</b>	<b>4.5373</b>	<b>2.8838</b>	<b>25.2981</b>	<b>0.0566</b>	<b>6.4337</b>	<b>0.0419</b>	<b>6.4756</b>	<b>1.7144</b>	<b>0.0389</b>	<b>1.7534</b>		<b>5,918.8587</b>	<b>5,918.8587</b>	<b>0.3848</b>	<b>0.2571</b>	<b>6,005.1008</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/31/2023	5	22	
2	Site Preparation	Site Preparation	1/28/2023	1/27/2023	5	0	
3	Grading	Grading	2/1/2023	4/28/2023	5	63	
4	Building Construction	Building Construction	7/3/2023	2/29/2024	5	174	
5	Paving	Paving	12/15/2023	12/14/2023	5	0	
6	Architectural Coating	Architectural Coating	2/1/2024	9/30/2024	5	173	
7	Foundations	Building Construction	5/1/2023	6/30/2023	5	45	

**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: 130,770; Non-Residential Outdoor: 43,590; Striped Parking Area: 5,112 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	2	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29

1155 Las Palmas - South Coast Air Basin, Winter

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

Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Grading	Graders	0	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Foundations	Cranes	1	8.00	231	0.29
Foundations	Forklifts	1	7.00	89	0.20
Foundations	Generator Sets	0	8.00	84	0.74
Foundations	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Foundations	Welders	0	8.00	46	0.45
Grading	Excavators	1	8.00	158	0.38
Grading	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Air Compressors	1	8.00	78	0.48
Building Construction	Pumps	1	8.00	84	0.74
Architectural Coating	Other Construction Equipment	2	8.00	172	0.42
Foundations	Pumps	1	8.00	84	0.74

**Trips and VMT**

1155 Las Palmas - South Coast Air Basin, Winter

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	4	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	1	3.00	0.00	153.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,425.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundations	4	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5018	0.0000	1.5018	0.2274	0.0000	0.2274			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698		301.5765	301.5765	0.0975		304.0149
<b>Total</b>	<b>0.1514</b>	<b>1.5357</b>	<b>2.2313</b>	<b>3.1200e-003</b>	<b>1.5018</b>	<b>0.0758</b>	<b>1.5776</b>	<b>0.2274</b>	<b>0.0698</b>	<b>0.2971</b>		<b>301.5765</b>	<b>301.5765</b>	<b>0.0975</b>		<b>304.0149</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.2 Demolition - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0175	1.2762	0.3118	5.9100e-003	0.1823	8.9900e-003	0.1913	0.0500	8.6000e-003	0.0586		652.9092	652.9092	0.0403	0.1039	684.8662
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	0.0101	7.0200e-003	0.0956	2.8000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.7000e-004	9.0700e-003		28.3462	28.3462	7.3000e-004	7.2000e-004	28.5785
<b>Total</b>	<b>0.0276</b>	<b>1.2832</b>	<b>0.4074</b>	<b>6.1900e-003</b>	<b>0.2159</b>	<b>9.1800e-003</b>	<b>0.2250</b>	<b>0.0589</b>	<b>8.7700e-003</b>	<b>0.0676</b>		<b>681.2554</b>	<b>681.2554</b>	<b>0.0410</b>	<b>0.1046</b>	<b>713.4447</b>

**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					0.5857	0.0000	0.5857	0.0887	0.0000	0.0887			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698	0.0000	301.5765	301.5765	0.0975		304.0149
<b>Total</b>	<b>0.1514</b>	<b>1.5357</b>	<b>2.2313</b>	<b>3.1200e-003</b>	<b>0.5857</b>	<b>0.0758</b>	<b>0.6615</b>	<b>0.0887</b>	<b>0.0698</b>	<b>0.1584</b>	<b>0.0000</b>	<b>301.5765</b>	<b>301.5765</b>	<b>0.0975</b>		<b>304.0149</b>





1155 Las Palmas - South Coast Air Basin, Winter

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

**3.3 Site Preparation - 2023**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0923	0.0000	0.0923	0.0140	0.0000	0.0140			0.0000			0.0000
Off-Road	0.9609	7.8295	10.4838	0.0239		0.3385	0.3385		0.3114	0.3114		2,316.6530	2,316.6530	0.7493		2,335.3843
<b>Total</b>	<b>0.9609</b>	<b>7.8295</b>	<b>10.4838</b>	<b>0.0239</b>	<b>0.0923</b>	<b>0.3385</b>	<b>0.4308</b>	<b>0.0140</b>	<b>0.3114</b>	<b>0.3254</b>		<b>2,316.6530</b>	<b>2,316.6530</b>	<b>0.7493</b>		<b>2,335.3843</b>



1155 Las Palmas - South Coast Air Basin, Winter

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

**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2563	18.7150	4.5727	0.0867	2.6737	0.1318	2.8055	0.7327	0.1261	0.8588		9,574.5107	9,574.5107	0.5908	1.5230	10,043.1417
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0234	0.3187	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		94.4874	94.4874	2.4300e-003	2.3900e-003	95.2617
<b>Total</b>	<b>0.2900</b>	<b>18.7383</b>	<b>4.8914</b>	<b>0.0876</b>	<b>2.7855</b>	<b>0.1324</b>	<b>2.9179</b>	<b>0.7623</b>	<b>0.1267</b>	<b>0.8890</b>		<b>9,668.9981</b>	<b>9,668.9981</b>	<b>0.5932</b>	<b>1.5254</b>	<b>10,138.4033</b>

**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					0.0360	0.0000	0.0360	5.4500e-003	0.0000	5.4500e-003			0.0000			0.0000
Off-Road	0.9609	7.8295	10.4838	0.0239		0.3385	0.3385		0.3114	0.3114	0.0000	2,316.6530	2,316.6530	0.7493		2,335.3843
<b>Total</b>	<b>0.9609</b>	<b>7.8295</b>	<b>10.4838</b>	<b>0.0239</b>	<b>0.0360</b>	<b>0.3385</b>	<b>0.3745</b>	<b>5.4500e-003</b>	<b>0.3114</b>	<b>0.3169</b>	<b>0.0000</b>	<b>2,316.6530</b>	<b>2,316.6530</b>	<b>0.7493</b>		<b>2,335.3843</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2563	18.7150	4.5727	0.0867	2.6737	0.1318	2.8055	0.7327	0.1261	0.8588		9,574.5107	9,574.5107	0.5908	1.5230	10,043.1417
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0234	0.3187	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		94.4874	94.4874	2.4300e-003	2.3900e-003	95.2617
<b>Total</b>	<b>0.2900</b>	<b>18.7383</b>	<b>4.8914</b>	<b>0.0876</b>	<b>2.7855</b>	<b>0.1324</b>	<b>2.9179</b>	<b>0.7623</b>	<b>0.1267</b>	<b>0.8890</b>		<b>9,668.9981</b>	<b>9,668.9981</b>	<b>0.5932</b>	<b>1.5254</b>	<b>10,138.4033</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1380	10.2972	10.6497	0.0200		0.4974	0.4974		0.4759	0.4759		1,912.8272	1,912.8272	0.3467		1,921.4955
<b>Total</b>	<b>1.1380</b>	<b>10.2972</b>	<b>10.6497</b>	<b>0.0200</b>		<b>0.4974</b>	<b>0.4974</b>		<b>0.4759</b>	<b>0.4759</b>		<b>1,912.8272</b>	<b>1,912.8272</b>	<b>0.3467</b>		<b>1,921.4955</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0289	1.0730	0.4058	5.1100e-003	0.1793	5.6900e-003	0.1850	0.0516	5.4500e-003	0.0571		551.3393	551.3393	0.0203	0.0800	575.6955
Worker	0.2157	0.1497	2.0396	5.9100e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		604.7193	604.7193	0.0156	0.0153	609.6746
<b>Total</b>	<b>0.2446</b>	<b>1.2226</b>	<b>2.4454</b>	<b>0.0110</b>	<b>0.8946</b>	<b>9.7300e-003</b>	<b>0.9044</b>	<b>0.2413</b>	<b>9.1700e-003</b>	<b>0.2505</b>		<b>1,156.0586</b>	<b>1,156.0586</b>	<b>0.0359</b>	<b>0.0954</b>	<b>1,185.3701</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1380	10.2972	10.6497	0.0200		0.4974	0.4974		0.4759	0.4759	0.0000	1,912.8272	1,912.8272	0.3467		1,921.4955
<b>Total</b>	<b>1.1380</b>	<b>10.2972</b>	<b>10.6497</b>	<b>0.0200</b>		<b>0.4974</b>	<b>0.4974</b>		<b>0.4759</b>	<b>0.4759</b>	<b>0.0000</b>	<b>1,912.8272</b>	<b>1,912.8272</b>	<b>0.3467</b>		<b>1,921.4955</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0289	1.0730	0.4058	5.1100e-003	0.1793	5.6900e-003	0.1850	0.0516	5.4500e-003	0.0571		551.3393	551.3393	0.0203	0.0800	575.6955
Worker	0.2157	0.1497	2.0396	5.9100e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		604.7193	604.7193	0.0156	0.0153	609.6746
<b>Total</b>	<b>0.2446</b>	<b>1.2226</b>	<b>2.4454</b>	<b>0.0110</b>	<b>0.8946</b>	<b>9.7300e-003</b>	<b>0.9044</b>	<b>0.2413</b>	<b>9.1700e-003</b>	<b>0.2505</b>		<b>1,156.0586</b>	<b>1,156.0586</b>	<b>0.0359</b>	<b>0.0954</b>	<b>1,185.3701</b>

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0690	9.5672	10.5816	0.0200		0.4388	0.4388		0.4196	0.4196		1,912.9580	1,912.9580	0.3444		1,921.5670
<b>Total</b>	<b>1.0690</b>	<b>9.5672</b>	<b>10.5816</b>	<b>0.0200</b>		<b>0.4388</b>	<b>0.4388</b>		<b>0.4196</b>	<b>0.4196</b>		<b>1,912.9580</b>	<b>1,912.9580</b>	<b>0.3444</b>		<b>1,921.5670</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.5 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0281	1.0776	0.3992	5.0300e-003	0.1793	5.7200e-003	0.1850	0.0516	5.4700e-003	0.0571		543.5112	543.5112	0.0203	0.0790	567.5659
Worker	0.2020	0.1337	1.9030	5.7400e-003	0.7154	3.8700e-003	0.7192	0.1897	3.5700e-003	0.1933		591.7237	591.7237	0.0141	0.0143	596.3259
<b>Total</b>	<b>0.2301</b>	<b>1.2113</b>	<b>2.3022</b>	<b>0.0108</b>	<b>0.8946</b>	<b>9.5900e-003</b>	<b>0.9042</b>	<b>0.2413</b>	<b>9.0400e-003</b>	<b>0.2504</b>		<b>1,135.2349</b>	<b>1,135.2349</b>	<b>0.0344</b>	<b>0.0933</b>	<b>1,163.8918</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0690	9.5672	10.5816	0.0200		0.4388	0.4388		0.4196	0.4196	0.0000	1,912.9580	1,912.9580	0.3444		1,921.5670
<b>Total</b>	<b>1.0690</b>	<b>9.5672</b>	<b>10.5816</b>	<b>0.0200</b>		<b>0.4388</b>	<b>0.4388</b>		<b>0.4196</b>	<b>0.4196</b>	<b>0.0000</b>	<b>1,912.9580</b>	<b>1,912.9580</b>	<b>0.3444</b>		<b>1,921.5670</b>





1155 Las Palmas - South Coast Air Basin, Winter

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

**3.6 Paving - 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	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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.8084					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0181	8.7892	11.5579	0.0182		0.4496	0.4496		0.4233	0.4233		1,746.2809	1,746.2809	0.4144		1,756.6415
<b>Total</b>	<b>5.8265</b>	<b>8.7892</b>	<b>11.5579</b>	<b>0.0182</b>		<b>0.4496</b>	<b>0.4496</b>		<b>0.4233</b>	<b>0.4233</b>		<b>1,746.2809</b>	<b>1,746.2809</b>	<b>0.4144</b>		<b>1,756.6415</b>



1155 Las Palmas - South Coast Air Basin, Winter

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0272	0.3866	1.1700e-003	0.1453	7.9000e-004	0.1461	0.0385	7.2000e-004	0.0393		120.1939	120.1939	2.8700e-003	2.9000e-003	121.1287
<b>Total</b>	<b>0.0410</b>	<b>0.0272</b>	<b>0.3866</b>	<b>1.1700e-003</b>	<b>0.1453</b>	<b>7.9000e-004</b>	<b>0.1461</b>	<b>0.0385</b>	<b>7.2000e-004</b>	<b>0.0393</b>		<b>120.1939</b>	<b>120.1939</b>	<b>2.8700e-003</b>	<b>2.9000e-003</b>	<b>121.1287</b>

**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	4.8084					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0181	8.7892	11.5579	0.0182		0.4496	0.4496		0.4233	0.4233	0.0000	1,746.2808	1,746.2808	0.4144		1,756.6415
<b>Total</b>	<b>5.8265</b>	<b>8.7892</b>	<b>11.5579</b>	<b>0.0182</b>		<b>0.4496</b>	<b>0.4496</b>		<b>0.4233</b>	<b>0.4233</b>	<b>0.0000</b>	<b>1,746.2808</b>	<b>1,746.2808</b>	<b>0.4144</b>		<b>1,756.6415</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0272	0.3866	1.1700e-003	0.1453	7.9000e-004	0.1461	0.0385	7.2000e-004	0.0393		120.1939	120.1939	2.8700e-003	2.9000e-003	121.1287
<b>Total</b>	<b>0.0410</b>	<b>0.0272</b>	<b>0.3866</b>	<b>1.1700e-003</b>	<b>0.1453</b>	<b>7.9000e-004</b>	<b>0.1461</b>	<b>0.0385</b>	<b>7.2000e-004</b>	<b>0.0393</b>		<b>120.1939</b>	<b>120.1939</b>	<b>2.8700e-003</b>	<b>2.9000e-003</b>	<b>121.1287</b>

**3.8 Foundations - 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	0.8825	8.5598	8.2349	0.0160		0.4029	0.4029		0.3815	0.3815		1,537.5632	1,537.5632	0.3243		1,545.6702
<b>Total</b>	<b>0.8825</b>	<b>8.5598</b>	<b>8.2349</b>	<b>0.0160</b>		<b>0.4029</b>	<b>0.4029</b>		<b>0.3815</b>	<b>0.3815</b>		<b>1,537.5632</b>	<b>1,537.5632</b>	<b>0.3243</b>		<b>1,545.6702</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.8 Foundations - 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	0.0289	1.0730	0.4058	5.1100e-003	0.1793	5.6900e-003	0.1850	0.0516	5.4500e-003	0.0571		551.3393	551.3393	0.0203	0.0800	575.6955
Worker	0.2157	0.1497	2.0396	5.9100e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		604.7193	604.7193	0.0156	0.0153	609.6746
<b>Total</b>	<b>0.2446</b>	<b>1.2226</b>	<b>2.4454</b>	<b>0.0110</b>	<b>0.8946</b>	<b>9.7300e-003</b>	<b>0.9044</b>	<b>0.2413</b>	<b>9.1700e-003</b>	<b>0.2505</b>		<b>1,156.0586</b>	<b>1,156.0586</b>	<b>0.0359</b>	<b>0.0954</b>	<b>1,185.3701</b>

**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	0.8825	8.5598	8.2349	0.0160		0.4029	0.4029		0.3815	0.3815	0.0000	1,537.5632	1,537.5632	0.3243		1,545.6702
<b>Total</b>	<b>0.8825</b>	<b>8.5598</b>	<b>8.2349</b>	<b>0.0160</b>		<b>0.4029</b>	<b>0.4029</b>		<b>0.3815</b>	<b>0.3815</b>	<b>0.0000</b>	<b>1,537.5632</b>	<b>1,537.5632</b>	<b>0.3243</b>		<b>1,545.6702</b>

1155 Las Palmas - South Coast Air Basin, Winter

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

**3.8 Foundations - 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	0.0289	1.0730	0.4058	5.1100e-003	0.1793	5.6900e-003	0.1850	0.0516	5.4500e-003	0.0571		551.3393	551.3393	0.0203	0.0800	575.6955
Worker	0.2157	0.1497	2.0396	5.9100e-003	0.7154	4.0400e-003	0.7194	0.1897	3.7200e-003	0.1934		604.7193	604.7193	0.0156	0.0153	609.6746
<b>Total</b>	<b>0.2446</b>	<b>1.2226</b>	<b>2.4454</b>	<b>0.0110</b>	<b>0.8946</b>	<b>9.7300e-003</b>	<b>0.9044</b>	<b>0.2413</b>	<b>9.1700e-003</b>	<b>0.2505</b>		<b>1,156.0586</b>	<b>1,156.0586</b>	<b>0.0359</b>	<b>0.0954</b>	<b>1,185.3701</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

1155 Las Palmas - South Coast Air Basin, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5503	2.8835	25.2676	0.0566	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		5,918.7930	5,918.7930	0.3846	0.2571	6,005.0308
Unmitigated	2.5503	2.8835	25.2676	0.0566	6.4337	0.0418	6.4755	1.7144	0.0388	1.7533		5,918.7930	5,918.7930	0.3846	0.2571	6,005.0308

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	943.57	943.57	943.57	3,039,667	3,039,667
Strip Mall	7.35	7.35	7.35	13,986	13,986
<b>Total</b>	<b>950.92</b>	<b>950.92</b>	<b>950.92</b>	<b>3,053,652</b>	<b>3,053,652</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
General Office Building	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644

1155 Las Palmas - South Coast Air Basin, Winter

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

Strip Mall	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

1155 Las Palmas - South Coast Air Basin, Winter

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

1155 Las Palmas - South Coast Air Basin, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
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
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



1155 Las Palmas - South Coast Air Basin, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
Unmitigated	1.9871	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700

**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	0.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8100e-003	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
<b>Total</b>	<b>1.9871</b>	<b>2.8000e-004</b>	<b>0.0306</b>	<b>0.0000</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.7000e-004</b>		<b>0.0700</b>

1155 Las Palmas - South Coast Air Basin, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8100e-003	2.8000e-004	0.0306	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0657	0.0657	1.7000e-004		0.0700
<b>Total</b>	<b>1.9871</b>	<b>2.8000e-004</b>	<b>0.0306</b>	<b>0.0000</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.7000e-004</b>		<b>0.0700</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

1155 Las Palmas - South Coast Air Basin, Winter

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

---

Appendix A-2  
**Greenhouse Gas  
Memorandum**

## MEMORANDUM

To: Dylan Lawrence, Assistant Planner, City of Los Angeles  
From: Ryan Callahan and Olivia Chan, Kimley-Horn and Associates  
Date: May 9, 2023  
Subject: 1155 Las Palmas – Los Angeles, CA – Greenhouse Gas Impact Assessment

---

### Purpose

The purpose of this memorandum is to identify the greenhouse gas (GHG) emissions associated with construction and operations of the proposed 1151 N. Las Palmas Avenue Project (Project), located in the City of Los Angeles, California.

### Project Location

The Project Site is located at 1128-1146 N. Las Palmas Avenue, 1139-1555 N. Las Palmas Avenue, and 1139-1155 N. McCadden Place within the Hollywood community of the City of Los Angeles. The Project Site is located mid-block between Lexington Avenue to the north and Santa Monica Boulevard to the south, with N. McCadden to the west. The Project Site is bisected by N. Las Palmas Avenue. Regional vehicle access to the Project Site is provided by the 101 Freeway, located approximately 1.72 miles east of the Project Site. Local vehicle access to the Project Site is provided via Santa Monica Boulevard and Lexington Avenue. The Project Site is located within close proximity to several transit options. It is approximately 0.7 miles from the Hollywood and Highland Metro Station which serves the B Line (formerly, the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 224 and 4 and the DASH Hollywood line.

### Project Description

Existing development on the Project Site includes four existing buildings located at 1128-1146 N. Las Palmas Avenue on the east side of N. Las Palmas Avenue, and an existing 45,000-square-foot surface parking lot and surrounding metal fence located at 1139-1149 N. Las Palmas Avenue, and an existing 5,498-square-foot building at 1155 N. Las Palmas Avenue on the west side of Las Palmas, both located between N. Las Palmas Avenue and N. McCadden Place. The Project would demolish the existing 45,000-square-foot surface parking lot and surrounding metal fence and construct a three-story, approximately 45-foot tall (50-foot tall to the top of the parapet), 80,987square foot, creative office

building with a three-level subterranean garage at 1139-1149 N. Las Palmas Avenue (Building A). The Project would also renovate the existing 5,498-square-foot building at 1155 N. Las Palmas Avenue, expand its ground-floor by 695 square-feet, and change its use from manufacturing to office and retail. The Project would retain the four existing buildings located on the east side of N. Las Palmas Avenue at 1128 to 1146 N. Las Palmas Avenue with minor interior renovations; no exterior renovations, change in use, or expansion of these buildings are proposed at this time. Project grading would require the export of 51,800 cubic yards of soil. All necessary utility improvements including water, sewer, and storm drain would be constructed within the property limits.

### Project Design Features

- PDF AQ-1**      **Off-Road Diesel-Powered Construction Equipment.** All off-road diesel-powered construction equipment greater than 90 horsepower would meet California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) will be provided to the City at the time of mobilization of each applicable unit of equipment.
- PDF AQ-2:**      **Off-Road Forklifts.** All forklifts would be non-diesel forklifts. This requirement will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment.
- PDF GHG-1:**      The Project would be an all-electric development that would not require new connections to natural gas.

## Regulatory Framework

### Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

### *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

### *U.S. Environmental Protection Agency Endangerment Finding*

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

### *Federal Vehicle Standards*

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO<sub>2</sub> in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency.

On April 2, 2018, the Administrator signed the Mid-term Evaluation Final Determination which finds that the model year 2022-2025 greenhouse gas standards are not appropriate in light of the record before EPA and, therefore, should be revised.<sup>1</sup>

On September 19, 2019, under the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. EPA issued the final "One National Program Rule." The rule states that federal law preempts state and local laws regarding tailpipe GHG emissions standards, zero emissions vehicle (ZEV) mandates, and fuel economy for automobiles and light duty trucks. The rule revokes California's Clean Air Act waiver and preempts California's Advanced Clean Car Regulations.<sup>2,3</sup>

On September 20, 2019, a lawsuit was filed by California and a coalition of 22 other states, and the cities of Los Angeles, New York and Washington, D.C., in the United States District Court for the District of Columbia (Case 1:19-cv-02826) challenging the SAFE Rule and arguing that EPA lacks the legal authority to withdraw the California waiver. In April 2021, the EPA announced it would reconsider its previous withdrawal and grant California permission to set more stringent climate requirements for cars and SUVs. On March 9, 2022, the EPA restored California's 2013 waiver to full force, including both its GHG standards and ZEV sales requirements.

#### *Presidential Executive Orders 13990 and 14008*

On January 20, 2021, President Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis". Executive Order 13990 directs Federal agencies to immediately review and take action to address the promulgation of Federal regulations and other actions that conflict with these important national objectives and to

- 
- 1 U.S. Environmental Protection Agency. Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emissions Standards for Model Years 2022-2025. Available online at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>, accessed November 2022.
  - 2 U.S. Department of Transportation and U.S. EPA. 2019. One National Program Rule on Federal Preemption of State Fuel Economy Standards. Available online at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100XI4W.pdf>, accessed November 2022.
  - 3 Southern California Association of Governments. 2019. Final Federal Safer, Affordable, Fuel-Efficient Vehicles Rule Part I (Supplemental Report). Available online at: [http://www.scag.ca.gov/committees/CommitteeDocLibrary/EEC\\_Item8\\_RC\\_Item10%20Supplemental%20Report .pdf](http://www.scag.ca.gov/committees/CommitteeDocLibrary/EEC_Item8_RC_Item10%20Supplemental%20Report.pdf).



immediately commence work to confront the climate crisis. Executive Order 13990 directs the Council on Environmental Quality (CEQ) to review CEQ's 2020 regulations implementing the procedural requirements of the National Environmental Policy Act (NEPA) and identify necessary changes or actions to meet the objectives of Executive Order 13990.

Executive Order 13390 also directs the EPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks," promulgated in April 2020.

On January 27, 2021, President Biden signed Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad," to declare the Administration's policy to move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifest and will continue to intensify according to current trajectories. In line with these Executive Order directives, CEQ is reviewing the 2020 NEPA regulations and plans to publish a notice of proposed rulemaking (NPRM) to identify necessary revisions in order to comply with the law; meet the environmental, climate change, and environmental justice objectives of Executive Orders 13990 and 14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements. This phase 1 rulemaking will propose a narrow set of changes to the 2020 NEPA regulations to address these goals

## State

### *California Air Resources Board*

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) in the world and produced 459 million gross metric tons of CO<sub>2</sub>e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

*Assembly Bill 32 (California Global Warming Solutions Act of 2006)*

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

*Climate Change Scoping Plan*

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.<sup>4</sup> The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).<sup>5</sup> The 2017 Scoping Plan Update,<sup>6</sup> shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts

---

<sup>4</sup> CARB. 2008. Climate Change Scoping Plan. [ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf).

<sup>5</sup> CARB. 2014. First Update to the Climate Change Scoping Plan. [ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf).

<sup>6</sup> CARB. 2017. California's 2017 Climate Change Scoping Plan. [ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping\\_plan\\_2017.pdf](http://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf).

to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Emissions Scenario	GHG Emissions (MMTCO <sub>2</sub> e)
<b>2019</b>	
2019 State GHG Emissions	404
<b>2030</b>	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) <sup>a</sup>
<b>2045</b>	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)
MMTCO <sub>2</sub> e = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.	
<sup>a</sup> 312 – 260 = 52. 52 / 312 = 16.7%	
Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.	

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor’s Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

Bill/Executive Order	Summary
<b>Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022)</b>  <i>The California Climate Crisis Act</i>	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	<p>that enable CO<sub>2</sub> removal solutions and carbon capture, utilization, and storage (CCUS) technologies.</p> <p>This bill is reflected directly in the 2022 Scoping Plan Update.</p>
<p><b>Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022)</b></p> <p><i>Carbon Capture, Removal, Utilization, and Storage Program</i></p>	<p>SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology.</p> <p>The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project.</p> <p>The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.</p>
<p><b>Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022)</b></p> <p><i>Diablo Canyon Powerplant: Extension of Operations</i></p>	<p>SB 846 extends the Diablo Canyon Power Plant’s sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant.</p> <p>The 2022 Scoping Plan Update explains the emissions impact of this legislation.</p>
<p><b>Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022)</b></p> <p><i>Clean Energy, Jobs, and Affordability Act of 2022</i></p>	<p>SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability.</p> <p>The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment.</p> <p>The 2022 Scoping Plan Update describes the implications of this legislation on emissions.</p>
<p><b>Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022)</b></p> <p><i>Oil &amp; Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors</i></p>	<p>SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt</p>

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
<p><b>Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022)</b></p> <p><i>Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases</i></p>	<p>SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses.</p> <p>This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.</p>
<p><b>Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022)</b></p> <p><i>California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands</i></p>	<p>AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience.</p> <p>This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO<sub>2</sub>, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible.</p> <p>This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.</p>
<p><b>Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022)</b></p> <p><i>Hydrofluorocarbon gases: sale or distribution</i></p>	<p>SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) HFCs to transition California’s economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP &lt; 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.</p>
<p><b>Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021)</b></p>	<p>SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO<sub>2</sub> removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a</p>

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
<p><i>Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects</i></p>	<p>registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding.</p> <p>CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry.</p> <p>This bill is reflected directly in the 2022 Scoping Plan Update as CO2 removal targets for 2030 and 2045 in support of carbon neutrality.</p>
<p><b>Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021)</b></p> <p><i>Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy</i></p>	<p>SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state’s cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must:</p> <ul style="list-style-type: none"> <li>› Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions.</li> <li>› Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028.</li> <li>› Coordinate and consult with other state agencies.</li> <li>› Prioritize actions that leverage state and federal incentives.</li> <li>› Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity.</li> </ul> <p>The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.</p>
<p><b>Executive Order N-82-20</b></p>	<p>Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California’s land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state’s carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy.</p> <p>CO2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to:</p> <ul style="list-style-type: none"> <li>› Establish a baseline assessment of California’s biodiversity that builds upon existing data and can be updated over time.</li> <li>› Analyze and project the impact of climate change and other stressors in California’s biodiversity.</li> </ul>

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	<ul style="list-style-type: none"> <li>Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity.</li> </ul> <p>CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state’s process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production.</p> <p>The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.</p>
<b>Executive Order N-79-20</b>	<p>Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are:</p> <ul style="list-style-type: none"> <li>100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035.</li> <li>100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks.</li> <li>100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible.</li> </ul> <p>The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above.</p> <p>The 2022 Scoping Plan Update modeling reflects achieving these targets.</p>
<b>Executive Order N-19-19</b>	<p>Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that:</p> <ul style="list-style-type: none"> <li>Includes a proactive strategy for the state’s pension funds that reflects the increased risks to the economy and physical environment due to climate change.</li> <li>Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change.</li> <li>Aligns with the fiduciary responsibilities of the California Public Employees’ Retirement System, California State Teachers’ Retirement System, and the University of California Retirement Program.</li> </ul> <p>Executive Order N-19-19 directs the State Transportation Agency to leverage more than \$5 billion in annual state transportation spending to help reverse the</p>

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	<p>trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state’s 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government’s carbon footprint. Finally, it tasks CARB with accelerating progress toward California’s goal of five million ZEV sales by 2030 by:</p> <ul style="list-style-type: none"> <li>› Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars.</li> <li>› Proposing new strategies to increase demand in the primary and secondary markets for ZEVs.</li> <li>› Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector.</li> </ul> <p>The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.</p>
<p><b>Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019)</b></p> <p><i>Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program</i></p>	<p>Sea level rise, combined with storm-driven waves, poses a direct risk to the state’s coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California’s coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy’s jurisdiction.</p>
<p><b>Assembly Bill 65 (AB 65) (Petrie-Norris, Chapter 347, Statutes of 2019)</b></p> <p><i>Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans</i></p>	<p>This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.</p>
<p><b>Executive Order B-55-18</b></p>	<p>Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall:</p> <ul style="list-style-type: none"> <li>› Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities.</li> </ul>



Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	<ul style="list-style-type: none"> <li>› Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state’s water supply, water quality, and native plants and animals.</li> </ul> <p>This Executive Order also calls for CARB to:</p> <ul style="list-style-type: none"> <li>› Develop a framework for implementation and accounting that tracks progress toward this goal.</li> <li>› Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.</li> </ul> <p>The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.</p>
<p><b>Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018)</b></p> <p><i>California Renewables Portfolio Standard Program: emissions of greenhouse gases</i></p>	<p>Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021.</p> <p>The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.</p>
<p><b>Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018)</b></p> <p><i>Electric Vehicle Charging Infrastructure: Assessment</i></p>	<p>This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.</p> <p>This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.</p>
<p><b>Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018)</b></p> <p><i>Insurance: Climate Change</i></p>	<p>This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.</p>
<p><b>Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018)</b></p> <p><i>Near-zero-emission and Zero-emission Vehicles</i></p>	<p>Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero-emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds.</p>

Table 2: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan	
Bill/Executive Order	Summary
	This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32’s 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan Update will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California’s Legislature and state agencies will continue to collaborate to achieve the state’s climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state’s near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State’s GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

#### *California Regulations and Building Codes*

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

**Title 20 Appliance Efficiency Regulations.** The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

**Title 24 Building Energy Efficiency Standards.** California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016, went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and went into effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards (2022 Energy Code). In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.<sup>7</sup>

**Title 24 California Green Building Standards Code.** The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

### Regional

#### *South Coast Air Quality Management District Thresholds*

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and included a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin (SCAB), various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) industrial threshold for projects where the SCAQMD is the lead agency. However, the SCAQMD has not announced when a GHG threshold for land use projects will be presented to the governing board where the SCAQMD is not the lead agency. The Working Group proposed a 3,000 MTCO<sub>2</sub>e threshold for non-industrial projects, but that threshold has not been formally adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as

<sup>7</sup> California Energy Commission, *2022 Building Energy Efficiency Standards*, <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>, accessed December 2022.

production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

#### *Southern California Association of Governments*

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

#### Local

##### *L.A.'s Green New Deal (Sustainable City pLAn 2019)*

In April 2019, Mayor Eric Garcetti released L.A.'s Green New Deal (Sustainable City pLAn 2019). Rather than an adopted plan, the Green New deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives.<sup>8</sup> L.A.'s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015. It augments, expands, and elaborates in more detail L.A.'s vision for a sustainable future and it addresses climate change with accelerated targets and new aggressive goals.

While not intended solely to reduce GHG emissions, within L.A.'s Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 MBtu/sf in 2015).

---

<sup>8</sup> City of Los Angeles, L.A.'s Green New Deal (Sustainable City pLAn 2019), 2019

- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2-35; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure proportion of Angelenos living within 0.5 miles of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

#### *City of Los Angeles Green Building Code*

In April 2008, the City adopted the Green Building Program Ordinance to address the impacts of new development. In 2019, Chapter IX, Article 9, of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, was amended to incorporate various provisions of the CALGreen Code. The Los Angeles Green Building Code includes mandatory requirements and elective measures for three categories of buildings: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alternatives to residential and non-residential buildings.

#### *City of Los Angeles Solid Waste Programs and Ordinances*

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act,

which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a “zero waste” City by 2030. In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.<sup>9</sup> The City also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City’s Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City’s zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

#### *City of Los Angeles All-Electric Buildings*

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

#### *City of Los Angeles General Plan*

The City does not have a General Plan Element specific to climate change and GHG emissions, but several goals, objectives, or policies in the Air Quality Element, and Housing Element, and Mobility Plan 2035 encourage the reduction of emissions. The following five goals from the City’s General Plan Air Quality Element would also lead to GHG emissions reductions:

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;

---

<sup>9</sup> City of Los Angeles, RENEW LA, Five-Year Milestone Report, 2011.

- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservative measures including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

#### *Housing Element (Housing Needs Assessment)*

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduces demand.



#### *Mobility Plan 2035*

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

#### *Transportation Assessment Guidelines*

The City of Los Angeles Department of Transportation (LADOT) developed the City Transportation Assessment Guidelines (TAG) (July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

**Impact Analysis**

The Project would create direct and indirect GHG emissions from Project construction and operations. Construction is considered a direct source since these emissions occur at the Project Site. Direct operational-related GHG emissions of the proposed Project would include emissions from area and mobile sources, while indirect emissions would include those related to energy consumption, water demand, and solid waste.

Construction GHG Emissions

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Emissions of these GHGs are converted to metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e) based on each pollutant’s global warming potential.<sup>10</sup> Construction of the Project would result in direct emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> related to the operation of construction equipment, and the transport of materials and construction workers to and from the Project Site. The SCAQMD advises that construction GHG emissions be summed and amortized over the lifetime of a project (assumed to be 30 years), then the yearly amount be added to the operational emissions.<sup>11</sup> Total GHG emissions generated during all phases of construction were combined and are presented in Table 3: Construction Greenhouse Gas Emissions. The CalEEMod outputs are contained within Appendix A. As shown in Table 3, Project construction would result in a total of 815 MTCO<sub>2</sub>e (approximately 27 MTCO<sub>2</sub>e/year when amortized over 30 years).

<b>Table 3: Construction Greenhouse Gas Emissions</b>	
<b>Construction</b>	<b>MTCO<sub>2</sub>e</b>
Construction GHG Emission (2023)	606
Construction GHG Emission (2024)	209
<b>Total Construction GHG Emission</b>	<b>815</b>
30-Year Amortized Construction	27
Source: CalEEMod version 2020.4.0. Refer to <u>Appendix A</u> for model data outputs.	

Operational GHG Emissions

Operational or long-term emissions would occur over the life of the proposed Project. GHG emissions would result from direct emission sources such as Project-generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of

<sup>10</sup> USEPA, *Greenhouses Gases, Understanding Global Warming Potentials*, <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>, accessed November 2022

<sup>11</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

the Project, the energy required to convey water to, and wastewater from, the Project Site, the emissions associated with solid waste generated from the Project Site, and any fugitive refrigerants from air conditioning or refrigerators. Table 4: Total Project Greenhouse Gas Emissions, summarizes the total GHG emissions (amortized construction and operations) associated with proposed Project. As shown, the Project would generate approximately 1,684 MTCO<sub>2</sub>e/year. Accounting for the estimated existing 75 MTCO<sub>2</sub>e generated by the existing 5,498-square-foot building at 1155 N. Las Palmas Avenue with its current use to be converted, the Project would generate a total of 1,609 MTCO<sub>2</sub>e net new GHG emissions.

<b>Table 4: Total Project Greenhouse Gas Emissions</b>	
<b>Emissions Source</b>	<b>MTCO<sub>2</sub>e per Year</b>
Construction Amortized over 30 Years	27
Area Source	0.01
Energy	497
Mobile	1,001
Waste	41
Water & Wastewater	118
<b>Total Project Emissions<sup>1</sup></b>	<b>1,684</b>
<i>Existing Emissions to be Removed</i>	75
<b>Total Net New Emissions</b>	<b>1,609</b>
1. Totals may be slightly off due to rounding.	
Source: CalEEMod version 2020.4.0. Refer to <u>Appendix A</u> for model data outputs.	

Greenhouse Gas Reduction Plan Compliance

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 commits the State to reduce statewide GHG emission levels as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 levels; and
- By 2050, reduce to 80 percent below 1990 levels.

AB 32 requires that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. Executive Order (EO) B-30-15, which was issued in April 2015 by Governor Brown, requires statewide requires GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in EO B-30-15. Also, pursuant to AB 32, CARB

must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.<sup>12</sup>

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide Greenhouse Gas (GHG) emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

The California Attorney General's Office has taken an active role in addressing climate change in CEQA documents. The Attorney General's Office has created and routinely updates a Fact Sheet listing project design features to reduce greenhouse gas emissions.<sup>13</sup> The Attorney General's Office created the Fact Sheet primarily for the benefit of local agencies processing CEQA documents, noting that "local agencies will help to move the State away from 'business-as-usual' and toward a low-carbon future."<sup>14</sup> The Fact Sheet explains that the listed "measures can be included as design features of a project," but emphasizes that they "should not be considered in isolation, but as part of a larger set of measures that, working together, will reduce greenhouse gas emissions and the effects of global warming."<sup>15</sup>

The Governor's Office of Planning and Research (OPR) recommended Amendments to the CEQA Guidelines for GHGs which were adopted on December 30, 2009. CEQA Guidelines Section 15064.4 was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with the developing practice, this section of the CEQA Guidelines urges lead agencies to quantify GHG emissions of projects where possible, but also indicates that a full "life-cycle" analysis is not required. In addition to quantification, CEQA Guidelines Section 15064.4 recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., the extent to which the Project may increase or reduce GHG emissions compared to the existing environment; whether the Project exceeds an applicable significance threshold; and the extent to which the Project complies with regulations or requirements adopted to reduce or mitigate GHGs).

---

<sup>12</sup> California Air Resources Board. AB 32 Global Warming Solutions Act of 2006. [ww2.arb.ca.gov/resources/fact-sheets/ab-32-global-warming-solutions-act-2006](http://ww2.arb.ca.gov/resources/fact-sheets/ab-32-global-warming-solutions-act-2006), accessed August 15, 2021.

<sup>13</sup> California Attorney General's Office Fact Sheet, The CEQA—Addressing Global Warming Impacts at the Local Agency Level, revised January 6, 2010.

<sup>14</sup> California Attorney General's Office Fact Sheet, The CEQA—Addressing Global Warming Impacts at the Local Agency Level, revised January 6, 2010, [http://understandtheplan.info/wp-content/uploads/2014/08/GW\\_mitigation\\_measures.pdf](http://understandtheplan.info/wp-content/uploads/2014/08/GW_mitigation_measures.pdf).

<sup>15</sup> California Attorney General's Office Fact Sheet, The CEQA—Addressing Global Warming Impacts at the Local Agency Level, revised January 6, 2010, [http://understandtheplan.info/wp-content/uploads/2014/08/GW\\_mitigation\\_measures.pdf](http://understandtheplan.info/wp-content/uploads/2014/08/GW_mitigation_measures.pdf).

Lead agencies must either establish significance thresholds for their respective jurisdictions or determine significance on a case-by-case basis.<sup>16</sup> The lead agency should use its “careful judgment” in making a determination of significance, and should make a “good-faith” effort to “describe, calculate or estimate” the amount of GHGs that will result from a project.<sup>17,18</sup> The lead agency is given the discretion to select a reasonable model and methodology to quantify GHGs and to rely on a qualitative analysis or performance based standards for its determination.<sup>19</sup> A lead agency should also consider the following factors, among others, when assessing the significance of impacts from GHGs: (1) the extent to which the project may increase or reduce GHGs; (2) whether the GHG 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, local plan for the reduction or mitigation of GHG emissions.<sup>20</sup>

CEQA Guidelines Section 15064 provides that a determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions.

As discussed above, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Los Angeles. Although State, regional, and local plans and policies have been adopted to help address climate change (see discussions above), no current law or regulation would regulate all aspects of the Project’s GHG emissions. In the absence of any adopted numeric threshold, the City has determined to assess the significance of the Project’s GHG emissions as provided in CEQA Guidelines Section 15064.4(b)(2) by determining whether the Project is consistent with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Therefore, under this analysis, a significant impact would occur if the Project would not comply with applicable regulatory plans and policies to reduce GHG emissions such as those discussed within CARB’s Scoping Plan and subsequent updates, SCAG’s 2020–2045 RTP/SCS, and the City’s Green New Deal. The analysis below describes the extent to which the Project complies with or exceeds the performance-based standards included in the regulations outlined in these plans. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

---

<sup>16</sup> CEQA Guidelines Section 15064.7(b)

<sup>17</sup> CEQA Guidelines Section 15064.4(a).

<sup>18</sup> CEQA Guidelines Section 15064.4(a).

<sup>19</sup> CEQA Guidelines Section 15064.4(a)(1)-(2).

<sup>20</sup> CEQA Guidelines Section 15064.4(b).

*Regional Transportation Plan/Sustainable Communities Strategy Consistency*

Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt and then update a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that its region will meet a target, set by CARB, for reducing GHG emissions. The purpose of SB 375 is to implement the State's GHG emissions reduction goals by integrating land use planning with the goal of reducing car and light-duty truck travel.

Reflecting that purpose, the primary goal of SCAG's 2020–2045 RTP/SCS is to provide a framework for achieving the CARB-assigned per capita reduction targets for GHG emissions from cars and light-duty trucks through land use planning and transportation options, while taking into account anticipated future growth within the region.<sup>21</sup> To accomplish this target, the 2020–2045 RTP/SCS identifies various strategies for reducing per capita VMT. New GHG reduction targets are assigned by CARB, and thus, SCAG's long-range planning document is updated, every four years.

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.<sup>22</sup> Thus, successful implementation of the 2020–2045 RTP/SCS would result in communities with a variety of transportation and housing choices, while reducing automobile use and, thus, GHG emissions from that use.

With regard to individual developments, such as the Project, strategies and policies set forth in the 2020–2045 RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency.<sup>23</sup> These strategies and policies are addressed below. Also, the Project's consistency with applicable growth forecasts is also assessed because the development of the RTP/SCS involved compilation of local land use and growth trends to form the basis for projections and strategies of the RTP/SCS.<sup>24</sup> Key GHG reduction strategies in SCAG's 2020–2045 RTP/SCS, which are based on changing the region's land use and travel patterns, include: (1) new housing and job growth focused in High Quality Transit Areas

---

<sup>21</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176)

<sup>22</sup> Ibid.

<sup>23</sup> Southern California Association of Governments, Draft Program EIR for the 2020–2045 RTP/SC, Section 3.8, Greenhouses, December 2019, p. 3.8-61.

<sup>24</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS) page 10, adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

(HQTAs); (2) limit total acreage of greenfield or otherwise rural land uses converted to urban use; and (3) reduce VMT per capita.<sup>25</sup>

**Consistency with Integrated Growth Forecast.** The 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. These population, housing, and employment forecasts, which are adopted by SCAG’s Regional Council, are based on the local plans and policies of local jurisdictions within SCAG’s jurisdiction applicable to the specific area.<sup>26</sup> The Project is expected to generate a net increase of 346 employees at the Project Site.<sup>27</sup> Growth forecasts prepared by SCAG that are published in the 2020-2045 RTP/SCS indicate that employment within the City will increase from 1,848,300 jobs in 2016 to 2,135,900 jobs in 2045, which represents an increase of 287,600 jobs.<sup>28</sup> Representing only 0.1 percent of this increase, the Project’s net increase of 346 employees would be within and therefore be consistent with, and not conflict with, local and regional employment projections.

**Consistency with VMT Reduction Strategies and Policies.** According to the Transportation Assessment prepared by Kimley-Horn in December 2022, the Project is estimated to generate lower VMT per employee than the APC average designated for the Project Site area with its incorporation of trip reduction Project Design Features. Specifically, the Project incorporates Project Design Features such as commute trip reduction and education and encouragement strategies to reduce VMT; Attachment G of the LADOT TAG provides the methodology to calculate the VMT reduction.<sup>29</sup> Trip generation and VMT were calculated using the LADOT VMT Calculator, which also accounts for the VMT reductions achieved by Project Design Features such as increased density and proximity to transit.<sup>30</sup> As shown in the Transportation Assessment, incorporation of these VMT reduction Project Design Features incorporated into the Project results in a 19-percent reduction in both overall VMT

<sup>25</sup> Southern California Association of Governments 2020–2045 RTP/SCS, Table 5.1, Connect SoCal Performance Measures and Results.

<sup>26</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

<sup>27</sup> City of Los Angeles VMT Calculator Documentation, Version 1.3, LADOT, Los Angeles Department of Transportation and Los Angeles Department of City Planning, Table 1, Land Use and Trip Generation Base Assumptions, May 2020

<sup>28</sup> Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast adopted September 2020, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579)

<sup>29</sup> City of Los Angeles, Transportation Assessment Guidelines, July 2020. [https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines\\_final\\_2020.07.27.pdf](https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf)

<sup>30</sup> City of Los Angeles VMT Calculator Documentation, Version 1.3, LADOT, Los Angeles Department of Transportation and Los Angeles Department of City Planning, Table 1, Land Use and Trip Generation Base Assumptions, May 2020

per employee and resultant GHG emissions, which reductions render the Project consistent with the GHG reduction strategies provided in the 2020–2045 RTP/SCS.<sup>31</sup>

The Project would also be consistent with the key GHG reduction strategy in SCAG’s 2020–2045 RTP/SCS to reduce VMT per capita, which is based on changing the region’s land use and travel patterns, as is more fully discussed below.<sup>32</sup> Therefore, the Project would be consistent with, and would not conflict with, these VMT reduction strategies and policies.

**Increased Use of Alternative Fueled Vehicles Policy Initiative.** Another goal of the 2020–2045 RTP/SCS for individual development projects, such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions.<sup>33</sup> The 2020–2045 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies.<sup>34</sup> At least 30 percent of the Project’s total LAMC-required parking spaces would be capable of supporting future EVSE and at least 10 percent of its total LAMC-required parking spaces would have EV charging stations as dictated by City requirements. As such, the Project would exceed CALGreen Code requirements. Therefore, the Project would be consistent with, and would not conflict with, this goal.

**Energy Efficiency Strategies and Policies.** Another important goal of the 2020–2045 RTP/SCS for individual development projects, such as the Project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions.<sup>35</sup> That goal is to actively encourage and create incentives for energy efficiency, where possible.<sup>36</sup> As discussed above, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code.<sup>37,38</sup> These standards would reduce energy and water usage and waste and, thereby, reduce associated GHG emissions and help minimize any impact on natural resources and infrastructure. The sustainability Project Design Features incorporated into the Project include enhanced energy-efficiency via high-performance glazing, as well as enhanced roof and deck insulation values in the new building. The air conditioning systems would be comprised of highly efficient Variable Refrigerant

---

<sup>31</sup> Southern California Association of Governments 2020–2045 RTP/SCS, Chapter 3, adopted September 2020 <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

<sup>32</sup> Southern California Association of Governments 2020–2045 RTP/SCS, Table 5.1, Connect SoCal Performance Measures and Results.

<sup>33</sup> SCAG, 2020–2045 RTP/SCS, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176).

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> City of Los Angeles Municipal Code (LAMC), Chapter IX, Article 9.

<sup>38</sup> California Building Standards Commission, 2019 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, effective January 1, 2020.



Flow systems allowing for minimal electrical consumption. Landscape design would comply with the requirements of the water efficiency landscape ordinance and landscape regulations of the City. Furthermore, the Project would not utilize natural gas during operations for the newbuilding. In addition, the Project would be subject to the 2022 Title 24 standards, which encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards. Therefore, the Project would be consistent with, and would not conflict with, this goal.

**Land Use Assumptions.** At the regional level, the 2020–2045 RTP/SCS is a plan adopted for the purpose of reducing GHG emissions from car and light-duty truck travel through better land use planning.<sup>39</sup> In order to assess the Project’s consistency with land use assumptions in the 2020–2045 RTP/SCS, the Project’s land use characteristics have been analyzed for consistency with the underlying land use assumptions on which SCAG based its SCS. The following key GHG reduction strategies in SCAG’s 2020–2045 RTP/SCS are based on changing the region’s land use and travel patterns:<sup>40</sup>

- New housing and job growth focused in High Quality Transit Areas (HQTAs);
- Limit total acreage of greenfield or otherwise rural land uses converted to urban use; and
- Reduce VMT per capita.

Generally, projects are considered consistent with the provisions and general policies of local and regional land use plans and regulations, such as the 2020–2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.<sup>41</sup>

The Project would support, and not conflict with, the goals of the 2020–2045 RTP/SCS to maximize the productivity of the region’s transportation system as well as protect the environment and health of the region’s residents by reducing per capita GHG emissions from cars and light-duty trucks through its land use characteristics and through the VMT-reducing Project Design Features incorporated into the Project. The Project would develop its increased density, and therefore its job growth, on a previously developed urban infill site located in a HQTA that is in close proximity to mass transit options. These Project land use characteristics would focus its job growth in a HQTA, not in a greenfield or rural area, and would minimize the Project’s vehicle miles traveled. In addition, the Project would provide bicycle parking spaces and shower facilities and lockers that would serve to

---

<sup>39</sup> As part of the state’s mandate to reduce per-capita GHG emissions from automobiles and light trucks, the 2020–2045 RTP/SCS presents strategies and tools that are consistent with local jurisdictions’ land use policies and incorporates practices to achieve the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled. SCAG 2020–2045 RTP/SCS, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnect\\_social-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnect_social-plan_0.pdf?1606001176).

<sup>40</sup> Southern California Association of Governments 2020–2045 RTP/SCS, Table 5.1, Connect SoCal Performance Measures and Results.

<sup>41</sup> See, e.g., *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-719.

promote walking and use of bicycles over travel by car or truck. As such, the Project’s location and design would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation. The Project is the type of land use development that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State’s long-term climate policies.<sup>42</sup> By furthering implementation of SB 375, the Project supports regional land use and transportation-related GHG reductions consistent with State regulatory requirements.

The reduction strategies stated in the 2020–2045 RTP/SCS are “consistent with local jurisdictions’ land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level”.<sup>43</sup> The strategies identify how the SCAG region can achieve GHG reductions and while SCAG does not have a direct role in the implementation of these strategies, SCAG works to support local jurisdictions by identifying ways to implement the RTP/SCS that fits the vision and needs of each local community.<sup>44</sup> A detailed consistency discussion placed in the context of the strategies as laid out in the RTP/SCS is included in Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency. As shown in Table 5, many RTP/SCS strategies are not directly applicable to the proposed Project. Nonetheless, the proposed Project would not conflict with implementation of any of the strategies of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG’s ability to achieve the region’s mobile source GHG reduction targets.

Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency	
Reduction Strategy	Project Consistency Analysis
<b>Focus Growth Near Destinations and Mobility Options</b>	
<ul style="list-style-type: none"> <li>Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</li> <li>Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.</li> <li>Plan for growth near transit investments and support implementation of first/last mile strategies.</li> </ul>	<p><b>No Conflict.</b> These strategies are intended to direct local jurisdictions’ actions. Nonetheless, the Project fulfills the intent of these land use policies. The Project Site is located in a HQTAs and increases density in an infill location located close to jobs, residential, government, and service uses. The Project Site is located in an urban infill area within walking and biking distance to existing commercial and neighborhood-serving retail uses and transit. The Project Site is also located within close proximity to several transit options. It is approximately 0.7 miles from the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project</p>

42 As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.

43 Southern California Association of Governments 2020–2045 RTP/SCS Connect SoCal, page 48. Adopted September 2020. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176)

44 Southern California Association of Governments 2020–2045 RTP/SCS Connect SoCal, page 49. Adopted September 2020. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176)

Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency	
Reduction Strategy	Project Consistency Analysis
<ul style="list-style-type: none"> <li>Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</li> <li>Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</li> <li>Encourage design and transportation options that reduce the reliance on a number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).</li> <li>Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).</li> </ul>	<p>Site, including Metro bus lines 224 and 4 and the DASH Hollywood line. The Project would also provide the required number of bicycle parking spaces and related amenities and EV parking spaces in accordance with City of Los Angeles Ordinance 186485; the Project’s EV parking spaces exceed CALGreen Code requirements. The Project’s focus on locating its growth near destinations and mobility options results in a less-than-significant VMT of 7.4 per employee, which demonstrates that the Project would contribute to reducing GHG emissions from the transportation sector.</p>
<b>Promote Diverse Housing Choices</b>	
<ul style="list-style-type: none"> <li>Preserve and rehabilitate affordable housing and prevent displacement.</li> <li>Identify funding opportunities for new workforce and affordable housing development.</li> <li>Create incentives and reduce regulatory barriers for building accessory dwelling units to increase housing supply.</li> <li>Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.</li> </ul>	<p><b>No Conflict.</b> The proposed Project does not include a residential component and this strategy would not be applicable.</p>
<b>Leverage Technology Innovations</b>	
<ul style="list-style-type: none"> <li>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 dedicated lanes, charging and parking/drop-off space.</li> <li>Improve access to services through technology – such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-model payments.</li> <li>Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.</li> </ul>	<p><b>No Conflict.</b> These strategies are intended to direct local jurisdictions’ actions. Nonetheless, the Project fulfills the intent of these policies. The Project would be required to comply with all applicable Title 24 and CALGreen building codes at the time of construction. These building codes would require EV charging stations, designated EV parking, as well as bike parking and storage. The Project would provide the required number of bicycle parking spaces and related amenities and EV parking spaces in accordance with City of Los Angeles Ordinance 186485; the Project’s EV parking spaces exceed CALGreen Code requirements. Therefore, the Project would utilize technology innovations to reduce reliance on fossil fuels to help the City, County, and State meet its GHG reduction goals. The Project would be consistent with this reduction strategy.</p>

Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency	
Reduction Strategy	Project Consistency Analysis
<b>Support Implementation of Sustainability Policies</b>	
<ul style="list-style-type: none"> <li>Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.</li> <li>Support Statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.</li> <li>Support local jurisdictions 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, including parks and open space.</li> <li>Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.</li> <li>Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.</li> <li>Continue to support long range planning efforts by local jurisdictions.</li> <li>Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.</li> </ul>	<p><b>No Conflict.</b> These strategies are intended to direct local jurisdictions' actions. Nonetheless, the Project fulfills the intent of these policies. As previously discussed, the Project would comply with sustainable practices included in the Title 24 standards, CALGreen Code, and City ordinances such as installation of EV charging stations, bike parking and storage, and low-flow fixtures. In addition, the Project would not require the use of natural gas, supporting the phasing out of fossil fuels. Thus, the Project would be consistent with this reduction strategy.</p>
<b>Promote a Green Region</b>	
<ul style="list-style-type: none"> <li>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.</li> <li>Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.</li> <li>Integrate local food production into the regional landscape.</li> <li>Promote more resource efficient development focused on conservation, recycling, and reclamation.</li> <li>Preserve, enhance, and restore regional wildlife connectivity.</li> <li>Reduce consumption of resource areas, including agricultural land.</li> </ul>	<p><b>No Conflict.</b> These strategies are intended to direct local jurisdictions' actions. Nonetheless, the Project fulfills the intent of these policies. The proposed Project consists of an office development on a previously developed infill site in an urbanized area. Development of the Project would therefore not interfere with regional wildlife connectivity or consumption of agricultural or greenfield land.</p> <p>The Project would be required to comply with Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. In addition, the Project would be an all-electric development that would not require the use of natural gas, and would thereby support the goal of phasing out fossil fuels. The Project would provide the required number of bicycle parking spaces and related amenities and EV parking spaces in accordance with City of Los Angeles Ordinance 186485 requirements, which requirements exceed CALGreen Code requirements. The Project would include multiple pedestrian-friendly features both within the Project Site and along its perimeter,</p>

Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency	
Reduction Strategy	Project Consistency Analysis
<ul style="list-style-type: none"> <li>Identify ways to improve access to public park space.</li> </ul>	including wayfinding signage and lighting, safety lighting, and separate pedestrian entrances. Given the Project Site’s location in proximity to a variety of transportation options, its abundant EV parking spaces, and its bicycle parking spaces and related amenities and pedestrian-friendly features, the Project would maximize mobility, accessibility, and overall productivity of the transportation system by encouraging and providing various opportunities for the use of alternative modes of transportation, including public transit, walking and biking. Thus, the Project would support efficient development that reduces energy consumption and GHG emissions. The Project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)</i> , 2020.	

*California Air Resource Board Scoping Plan Consistency*

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes “recommendations intended to build momentum for local government actions that align with the State’s climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA).” (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitoring and updated as State targets change, and new data is available. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State’s climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). “By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction.” (Page 9 of Appendix D.)

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing<sup>45</sup> while demonstrating that a Project is in alignment with the State’s Climate Goals. The State calls for

<sup>45</sup> The State recognizes the need for 2.5 million housing units over the next eight years, with one million being affordable units. See page 20, Appendix D, 2022 Scoping Plan Update, November 2022.

the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).<sup>46</sup> A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

**Transportation Electrification.** The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- Convert local government fleets to zero-emission vehicles (ZEV)

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAN 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by

---

<sup>46</sup> Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.

2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs

- Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. The Project would provide 85 Electric Vehicle Ready Parking Spaces, including 64 Electric Vehicle Charging Stations (EVCS), which complies with City of Los Angeles Ordinance 186485 requirements, which requires that 30% of the total number of parking spaces plus 10% of all nonresidential parking spaces be provided as EV charging spaces. This requirement exceeds the CALGreen requirement of 20% of total parking spaces and the CALGreen Tier 1 voluntary measure of 30% of total parking spaces. Therefore, the Project would provide EV charging infrastructure that would support the 2022 Scoping Plan's focus on zero-emission transportation.

**VMT Reduction.** The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- Reduce or eliminate minimum parking standards in new developments
- Implement parking pricing or transportation demand management pricing strategies

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

Pursuant to SB 375, CARB has set regional targets to work towards achieving GHG emissions reductions from changed land use patterns and improved transportation. Each Metropolitan Planning Organization (MPO) must prepare a sustainable communities strategy (SCS) that will reduce emissions to achieve these regional targets. The 2035 target for the SCAG region is a 19 percent reduction in per capita vehicle GHG emissions relative to 2005 levels.

The Project would include Project Design Features that would reduce trips and vehicle miles traveled (VMT) through PDFs TRAF-1 through TRAF-3 and Mitigation Measure MM TRAF-1 and are included in the VMT analysis for the Project. Through PDF TRAF-1, the Project would educate and inform employees about transportation options. Vehicle parking spaces will be reduced and replaced by bicycle parking and shower/changing facilities would be provided through PDF TRAF-2 and TRAF-3, respectively. Designated parking spaces for ridesharing vehicles would be provided through implementation of MM TRAF-1. These PDFs and MM TRAF-1, as described by Los Angeles Department of Transportation's (LADOT's) Transportation Assessment Guidelines (TAG), would include promotions and marketing, rideshare program, reduced parking supply, and bike parking and amenities per LAMC. As it is assumed that 100 percent of employees would be eligible to be involved with a ridesharing program, the full 15% reduction can be taken. It is also assumed that 100 percent of employees would be eligible before participation in the promotions and marketing program, allowing for the full 4% VMT reduction. The effectiveness of the TDMs to reduce vehicle trips and VMT is based on research from the California Air Pollution Control Officers Association (CAPCOA) as described in Appendix G of the TAG.

- Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.

The City of Los Angeles Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network



consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. Vehicle parking spaces will be reduced and replaced by bicycle parking and shower/changing facilities would be provided through PDF TRAF-3 and TRAF-4, respectively. These PDFs would encourage alternative modes of transportation. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
- Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
- Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)
- Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements).

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS’ “Core Vision” prioritizes the maintenance and management of the region’s transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The portion of the Project Site on which the new Project building would be developed is an existing surface parking lot located in an urban infill area that is within walking and biking distance to existing commercial and neighborhood-serving retail uses and transit. The Project would increase density on

an underutilized infill site located close to jobs and to residential, government, and service uses. The Project Site is also located within close proximity of several transit options. The Project would also provide the required number of bicycle parking spaces and related amenities and EV parking spaces in accordance with City of Los Angeles Ordinance 186485; as noted above, the Project's EV parking spaces exceed CALGreen Code requirements. The Project also includes multiple pedestrian-friendly features both within the Project Site and along its perimeter, including wayfinding signage and lighting, safety lighting, and separate pedestrian entrances. The Project's focus on locating its growth near destinations and mobility options results in a less-than-significant VMT of 7.4 per employee, which demonstrates that the Project would contribute to reducing GHG emissions from the transportation sector. The Project would comply with sustainable practices included in the Title 24 standards, CALGreen Code, and City ordinances such as installation of EV charging stations, bike parking and storage, and low-flow fixtures. In addition, the Project would be an all-electric development that would not require the use of natural gas, and would thereby support the goal of phasing out fossil fuels.

**Building Decarbonization.** The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- Adopt all-electric new construction reach codes for residential and commercial uses

California's transition away from fossil fuel-based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project would be required to comply with the City's LAMC and proposed new buildings would not include natural gas uses. Therefore, the Project would be consistent and not conflict with the LAMC.

- Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Project includes the interior renovation of the existing manufacturing building at 1155 N. Las Palmas Avenue and would not involve the demolition, retrofit, or construction of residential uses. Therefore, the rebate programs established by the City and Los Angeles Department of Water and Power would not apply to the Project. However, the Project includes the construction of new buildings which would include energy-efficient measures such as enhanced energy-efficiency via high-performance glazing as well as enhanced roof and deck insulation values in buildings. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow systems allowing for minimal electrical consumption. The winged roofs and second and third story balconies on Building A are designed to allow the building to take advantage of the natural lights and breeze which would result in correspondingly lower consumption.

#### *Consistency with the City Los Angeles Green LA*

The Project would comply with performance-based standards included in the Green Building Code (e.g., current building energy efficiency standards). In addition, the Project would include enhanced energy-efficiency via high-performance glazing as well as enhanced façade, roof, and deck insulation. The air conditioning system would include Variable Refrigerant Flow systems that would allow for minimal electrical consumption. Enhanced filtration of outside air being delivered into occupied areas, operable windows and oversized folding glass walls would enhance the natural ventilation of the space. Water usage would be minimized via the use of ultra-low flow plumbing fixtures throughout the Project and all roof, balcony, and plaza deck drains would feed into a rainwater harvesting cistern.

For all of the reasons stated above, the Project would be consistent with, and would not conflict with, applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant, and no mitigation measure are required.

**Transportation Project Design Features and Mitigation Measures**

**PDF TRAF-1: Promotions and Marketing:** The Project would provide marketing and promotional tools to educate and inform employees about site specific transportation options and effects of their travel choices and opportunities to alter their habits through the office employers. This study assumed that 100 percent of employees would be eligible to be involved with a promotions and marketing program, allowing for the full 4% VMT reduction.

**PDF TRAF-2 Reduced Parking Supply:** Pursuant to City Ordinance No. 185,480 (Bicycle Parking Ordinance), new or existing code-required vehicle parking spaces for all uses may be replaced by bicycle parking at a ratio of one vehicle space for every four bicycle spaces. Based on LAMC, the project would typically require 219 vehicle parking spaces. Per City Ordinance No. 185, Project would provide 213 vehicle parking spaces, six (6) fewer than the LAMC requirement.

**PDF TRAF-3 Bicycle Parking and Amenities:** The project would provide 26 short-and long-term bicycle parking spaces, (i.e., 26 bicycle parking spaces consisting of 9 short-term and 17 long-term spaces), and amenities such as shower/changing facilities.

**PDF TRAF-4: Construction Management Plan:** The contractor would develop Construction Management Plan as part of the Project and submit it to the City of Los Angeles for approval to reduce the Project's potential construction impacts. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project site is maintained.
- Pick-ups and deliveries of construction materials should be scheduled off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Construction truck contractor should provide off-site staging in a legal area.
- Determine the number and location of flag men required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.
- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclists and pedestrians around the area during any parking, travel lane or sidewalk closures.

**MM TRAF-1 Rideshare Program:** The Project would provide either designated parking spaces and loading zones for ridesharing vehicles and/or an internal website or program to coordinate rides. The rideshare program would be implemented through the office employers. It is assumed that 100 percent of employees would be eligible to be involved with a ridesharing program, allowing for the full 15% VMT reduction.

**Conclusion**

Project implementation would result in less than significant construction and operational GHG impacts. No mitigation measures are required. Therefore, the Project would not result in significant effects.

## **Appendix A**

**GHG Data**

---

1155 Las Palmas - Existing - 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**

**1155 Las Palmas - 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
Manufacturing	5.50	1000sqft	0.13	5,498.00	0

**1.2 Other Project Characteristics**

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

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing manufacturing use to be converted to office

Construction Phase - Existing - Operations only

Vehicle Trips - VMT analysis, Kimly Horn

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	10/6/2022	9/22/2022
tblVehicleTrips	ST_TR	6.42	4.75
tblVehicleTrips	SU_TR	5.09	4.75
tblVehicleTrips	WD_TR	3.93	4.75





1155 Las Palmas - Existing - 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**

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	0.0224	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-004
Energy	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	24.0104	24.0104	9.9000e-004	2.0000e-004	24.0964
Mobile	0.0173	0.0241	0.1983	4.3000e-004	0.0435	3.7000e-004	0.0438	0.0116	3.4000e-004	0.0119	0.0000	40.0808	40.0808	2.6000e-003	1.7200e-003	40.6573
Waste						0.0000	0.0000		0.0000	0.0000	1.3844	0.0000	1.3844	0.0818	0.0000	3.4298
Water						0.0000	0.0000		0.0000	0.0000	0.4035	5.1981	5.6017	0.0417	1.0100e-003	6.9445
<b>Total</b>	<b>0.0403</b>	<b>0.0289</b>	<b>0.2024</b>	<b>4.6000e-004</b>	<b>0.0435</b>	<b>7.4000e-004</b>	<b>0.0442</b>	<b>0.0116</b>	<b>7.1000e-004</b>	<b>0.0123</b>	<b>1.7879</b>	<b>69.2894</b>	<b>71.0774</b>	<b>0.1271</b>	<b>2.9300e-003</b>	<b>75.1281</b>

1155 Las Palmas - Existing - 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**

**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	0.0224	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-004
Energy	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	24.0104	24.0104	9.9000e-004	2.0000e-004	24.0964
Mobile	0.0173	0.0241	0.1983	4.3000e-004	0.0435	3.7000e-004	0.0438	0.0116	3.4000e-004	0.0119	0.0000	40.0808	40.0808	2.6000e-003	1.7200e-003	40.6573
Waste						0.0000	0.0000		0.0000	0.0000	1.3844	0.0000	1.3844	0.0818	0.0000	3.4298
Water						0.0000	0.0000		0.0000	0.0000	0.4035	5.1981	5.6017	0.0417	1.0100e-003	6.9445
<b>Total</b>	<b>0.0403</b>	<b>0.0289</b>	<b>0.2024</b>	<b>4.6000e-004</b>	<b>0.0435</b>	<b>7.4000e-004</b>	<b>0.0442</b>	<b>0.0116</b>	<b>7.1000e-004</b>	<b>0.0123</b>	<b>1.7879</b>	<b>69.2894</b>	<b>71.0774</b>	<b>0.1271</b>	<b>2.9300e-003</b>	<b>75.1281</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/23/2022	9/22/2022	5	0	

**Acres of Grading (Site Preparation Phase): 0**

1155 Las Palmas - Existing - 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**

**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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**





1155 Las Palmas - Existing - 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**

**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	0.0173	0.0241	0.1983	4.3000e-004	0.0435	3.7000e-004	0.0438	0.0116	3.4000e-004	0.0119	0.0000	40.0808	40.0808	2.6000e-003	1.7200e-003	40.6573
Unmitigated	0.0173	0.0241	0.1983	4.3000e-004	0.0435	3.7000e-004	0.0438	0.0116	3.4000e-004	0.0119	0.0000	40.0808	40.0808	2.6000e-003	1.7200e-003	40.6573

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	26.12	26.12	26.12	115,647	115,647
Total	26.12	26.12	26.12	115,647	115,647

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

1155 Las Palmas - Existing - 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**

**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	18.7411	18.7411	8.9000e-004	1.1000e-004	18.7957
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.7411	18.7411	8.9000e-004	1.1000e-004	18.7957
NaturalGas Mitigated	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2694	5.2694	1.0000e-004	1.0000e-004	5.3007
NaturalGas Unmitigated	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2694	5.2694	1.0000e-004	1.0000e-004	5.3007

1155 Las Palmas - Existing - 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**

**5.2 Energy by Land Use - Natural Gas**

**Unmitigated**

	Natural Gas 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					
Manufacturing	98744.1	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2694	5.2694	1.0000e-004	1.0000e-004	5.3007
<b>Total</b>		<b>5.3000e-004</b>	<b>4.8400e-003</b>	<b>4.0700e-003</b>	<b>3.0000e-005</b>		<b>3.7000e-004</b>	<b>3.7000e-004</b>		<b>3.7000e-004</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>5.2694</b>	<b>5.2694</b>	<b>1.0000e-004</b>	<b>1.0000e-004</b>	<b>5.3007</b>

**Mitigated**

	Natural Gas 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					
Manufacturing	98744.1	5.3000e-004	4.8400e-003	4.0700e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2694	5.2694	1.0000e-004	1.0000e-004	5.3007
<b>Total</b>		<b>5.3000e-004</b>	<b>4.8400e-003</b>	<b>4.0700e-003</b>	<b>3.0000e-005</b>		<b>3.7000e-004</b>	<b>3.7000e-004</b>		<b>3.7000e-004</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>5.2694</b>	<b>5.2694</b>	<b>1.0000e-004</b>	<b>1.0000e-004</b>	<b>5.3007</b>



1155 Las Palmas - Existing - 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**

**5.3 Energy by Land Use - Electricity**

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Manufacturing	59708.3	18.7411	8.9000e-004	1.1000e-004	18.7957
<b>Total</b>		<b>18.7411</b>	<b>8.9000e-004</b>	<b>1.1000e-004</b>	<b>18.7957</b>

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Manufacturing	59708.3	18.7411	8.9000e-004	1.1000e-004	18.7957
<b>Total</b>		<b>18.7411</b>	<b>8.9000e-004</b>	<b>1.1000e-004</b>	<b>18.7957</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

1155 Las Palmas - Existing - 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**

	ROG	NOx	CO	SO2	Fugitive 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	0.0224	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-004
Unmitigated	0.0224	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-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	2.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0199					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	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-004
<b>Total</b>	<b>0.0224</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5000e-004</b>

1155 Las Palmas - Existing - 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**

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	2.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0199					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	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.5000e-004
<b>Total</b>	<b>0.0224</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5000e-004</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

1155 Las Palmas - Existing - 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**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.6017	0.0417	1.0100e-003	6.9445
Unmitigated	5.6017	0.0417	1.0100e-003	6.9445

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Manufacturing	1.27188 / 0	5.6017	0.0417	1.0100e-003	6.9445
<b>Total</b>		<b>5.6017</b>	<b>0.0417</b>	<b>1.0100e-003</b>	<b>6.9445</b>

1155 Las Palmas - Existing - 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			
Manufacturing	1.27188 / 0	5.6017	0.0417	1.0100e-003	6.9445
<b>Total</b>		<b>5.6017</b>	<b>0.0417</b>	<b>1.0100e-003</b>	<b>6.9445</b>

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.3844	0.0818	0.0000	3.4298
Unmitigated	1.3844	0.0818	0.0000	3.4298

1155 Las Palmas - Existing - 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			
Manufacturing	6.82	1.3844	0.0818	0.0000	3.4298
<b>Total</b>		<b>1.3844</b>	<b>0.0818</b>	<b>0.0000</b>	<b>3.4298</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Manufacturing	6.82	1.3844	0.0818	0.0000	3.4298
<b>Total</b>		<b>1.3844</b>	<b>0.0818</b>	<b>0.0000</b>	<b>3.4298</b>

**9.0 Operational Offroad**

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

1155 Las Palmas - Existing - 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**

**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**

---

1155 Las Palmas - South Coast Air Basin, Annual

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

**1155 Las Palmas  
South Coast Air Basin, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	87.05	1000sqft	2.00	87,045.00	0
Strip Mall	0.14	1000sqft	0.06	135.00	0
Enclosed Parking with Elevator	213.00	Space	0.00	85,200.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2025
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Site area 2.06 AC
- Construction Phase - Project Schedule
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment -
- Off-road Equipment - Project Specific Equipment
- Off-road Equipment - Project Specific Equipment



1155 Las Palmas - South Coast Air Basin, Annual

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

Grading -

Demolition -

Trips and VMT - Irwindale Disposal Site

Vehicle Trips - Traffic analysis

Energy Use - No natural gas usage

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	173.00
tblConstructionPhase	NumDays	220.00	174.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	3.00	0.00
tblConstructionPhase	NumDays	220.00	45.00
tblConstructionPhase	PhaseEndDate	1/11/2024	9/30/2024
tblConstructionPhase	PhaseEndDate	12/14/2023	2/29/2024
tblConstructionPhase	PhaseEndDate	1/27/2023	1/31/2023
tblConstructionPhase	PhaseEndDate	2/9/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	12/28/2023	12/14/2023
tblConstructionPhase	PhaseEndDate	2/1/2023	1/27/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	2/1/2024
tblConstructionPhase	PhaseStartDate	2/10/2023	7/3/2023
tblConstructionPhase	PhaseStartDate	2/2/2023	2/1/2023
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	4.11	4.39
tblEnergyUse	T24E	3.58	3.71

1155 Las Palmas - South Coast Air Basin, Annual

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

tblEnergyUse	T24NG	9.92	0.00
tblEnergyUse	T24NG	1.14	0.00
tblGrading	MaterialExported	0.00	51,401.00
tblLandUse	LotAcreage	0.00	0.06
tblLandUse	LotAcreage	1.92	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblVehicleTrips	ST_TR	2.21	10.84

1155 Las Palmas - South Coast Air Basin, Annual

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

tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	10.84
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	10.84
tblVehicleTrips	WD_TR	44.32	54.45

**2.0 Emissions Summary**

---

1155 Las Palmas - South Coast Air Basin, Annual

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

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1553	1.8439	1.6082	6.2400e-003	0.1850	0.0580	0.2430	0.0480	0.0550	0.1030	0.0000	588.8235	588.8235	0.0697	0.0522	606.1213
2024	0.5355	0.9999	1.3184	2.3500e-003	0.0317	0.0488	0.0805	8.5000e-003	0.0461	0.0546	0.0000	207.5902	207.5902	0.0403	2.1000e-003	209.2224
<b>Maximum</b>	<b>0.5355</b>	<b>1.8439</b>	<b>1.6082</b>	<b>6.2400e-003</b>	<b>0.1850</b>	<b>0.0580</b>	<b>0.2430</b>	<b>0.0480</b>	<b>0.0550</b>	<b>0.1030</b>	<b>0.0000</b>	<b>588.8235</b>	<b>588.8235</b>	<b>0.0697</b>	<b>0.0522</b>	<b>606.1213</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1553	1.8439	1.6082	6.2400e-003	0.1731	0.0580	0.2311	0.0462	0.0550	0.1012	0.0000	588.8233	588.8233	0.0697	0.0522	606.1211
2024	0.5355	0.9999	1.3184	2.3500e-003	0.0317	0.0488	0.0805	8.5000e-003	0.0461	0.0546	0.0000	207.5900	207.5900	0.0403	2.1000e-003	209.2222
<b>Maximum</b>	<b>0.5355</b>	<b>1.8439</b>	<b>1.6082</b>	<b>6.2400e-003</b>	<b>0.1731</b>	<b>0.0580</b>	<b>0.2311</b>	<b>0.0462</b>	<b>0.0550</b>	<b>0.1012</b>	<b>0.0000</b>	<b>588.8233</b>	<b>588.8233</b>	<b>0.0697</b>	<b>0.0522</b>	<b>606.1211</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	5.47	0.00	3.66	3.18	0.00	1.14	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	1-2-2023	4-1-2023	0.6280	0.6280
2	4-2-2023	7-1-2023	0.4969	0.4969
3	7-2-2023	10-1-2023	0.4170	0.4170
4	10-2-2023	1-1-2024	0.4236	0.4236
5	1-2-2024	4-1-2024	0.5744	0.5744
6	4-2-2024	7-1-2024	0.4771	0.4771
7	7-2-2024	9-30-2024	0.4771	0.4771
		Highest	0.6280	0.6280

1155 Las Palmas - South Coast Air Basin, Annual

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3625	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	495.2051	495.2051	0.0236	2.8600e-003	496.6485
Mobile	0.4560	0.5322	4.6433	0.0104	1.1495	7.5900e-003	1.1571	0.3068	7.0600e-003	0.3138	0.0000	986.8695	986.8695	0.0632	0.0427	1,001.1811
Waste						0.0000	0.0000		0.0000	0.0000	16.4646	0.0000	16.4646	0.9730	0.0000	40.7903
Water						0.0000	0.0000		0.0000	0.0000	4.9118	96.3650	101.2768	0.5091	0.0125	117.7195
<b>Total</b>	<b>0.8185</b>	<b>0.5323</b>	<b>4.6471</b>	<b>0.0104</b>	<b>1.1495</b>	<b>7.6000e-003</b>	<b>1.1571</b>	<b>0.3068</b>	<b>7.0700e-003</b>	<b>0.3138</b>	<b>21.3764</b>	<b>1,578.4471</b>	<b>1,599.8235</b>	<b>1.5690</b>	<b>0.0581</b>	<b>1,656.3474</b>

1155 Las Palmas - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.3625	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	495.2051	495.2051	0.0236	2.8600e-003	496.6485
Mobile	0.4560	0.5322	4.6433	0.0104	1.1495	7.5900e-003	1.1571	0.3068	7.0600e-003	0.3138	0.0000	986.8695	986.8695	0.0632	0.0427	1,001.1811
Waste						0.0000	0.0000		0.0000	0.0000	16.4646	0.0000	16.4646	0.9730	0.0000	40.7903
Water						0.0000	0.0000		0.0000	0.0000	4.9118	96.3650	101.2768	0.5091	0.0125	117.7195
<b>Total</b>	<b>0.8185</b>	<b>0.5323</b>	<b>4.6471</b>	<b>0.0104</b>	<b>1.1495</b>	<b>7.6000e-003</b>	<b>1.1571</b>	<b>0.3068</b>	<b>7.0700e-003</b>	<b>0.3138</b>	<b>21.3764</b>	<b>1,578.4471</b>	<b>1,599.8235</b>	<b>1.5690</b>	<b>0.0581</b>	<b>1,656.3474</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**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	1/2/2023	1/31/2023	5	22	
2	Site Preparation	Site Preparation	1/28/2023	1/27/2023	5	0	
3	Grading	Grading	2/1/2023	4/28/2023	5	63	

1155 Las Palmas - South Coast Air Basin, Annual

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

4	Building Construction	Building Construction	7/3/2023	2/29/2024	5	174
5	Paving	Paving	12/15/2023	12/14/2023	5	0
6	Architectural Coating	Architectural Coating	2/1/2024	9/30/2024	5	173
7	Foundations	Building Construction	5/1/2023	6/30/2023	5	45

**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: 130,770; Non-Residential Outdoor: 43,590; Striped Parking Area: 5,112 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	2	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Grading	Graders	0	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37



1155 Las Palmas - South Coast Air Basin, Annual

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

Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Foundations	Cranes	1	8.00	231	0.29
Foundations	Forklifts	1	7.00	89	0.20
Foundations	Generator Sets	0	8.00	84	0.74
Foundations	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Foundations	Welders	0	8.00	46	0.45
Grading	Excavators	1	8.00	158	0.38
Grading	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Air Compressors	1	8.00	78	0.48
Building Construction	Pumps	1	8.00	84	0.74
Architectural Coating	Other Construction Equipment	2	8.00	172	0.42
Foundations	Pumps	1	8.00	84	0.74

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	4	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	1	3.00	0.00	153.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,425.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundations	4	64.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

1155 Las Palmas - South Coast Air Basin, Annual

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

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0165	0.0000	0.0165	2.5000e-003	0.0000	2.5000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0169	0.0245	3.0000e-005		8.3000e-004	8.3000e-004		7.7000e-004	7.7000e-004	0.0000	3.0094	3.0094	9.7000e-004	0.0000	3.0338
<b>Total</b>	<b>1.6600e-003</b>	<b>0.0169</b>	<b>0.0245</b>	<b>3.0000e-005</b>	<b>0.0165</b>	<b>8.3000e-004</b>	<b>0.0174</b>	<b>2.5000e-003</b>	<b>7.7000e-004</b>	<b>3.2700e-003</b>	<b>0.0000</b>	<b>3.0094</b>	<b>3.0094</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>3.0338</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.2 Demolition - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0142	3.4100e-003	6.0000e-005	1.9700e-003	1.0000e-004	2.0700e-003	5.4000e-004	9.0000e-005	6.4000e-004	0.0000	6.5128	6.5128	4.0000e-004	1.0400e-003	6.8316
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2869	0.2869	1.0000e-005	1.0000e-005	0.2892
<b>Total</b>	<b>3.0000e-004</b>	<b>0.0143</b>	<b>4.4900e-003</b>	<b>6.0000e-005</b>	<b>2.3300e-003</b>	<b>1.0000e-004</b>	<b>2.4300e-003</b>	<b>6.4000e-004</b>	<b>9.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>6.7996</b>	<b>6.7996</b>	<b>4.1000e-004</b>	<b>1.0500e-003</b>	<b>7.1208</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.4400e-003	0.0000	6.4400e-003	9.8000e-004	0.0000	9.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0169	0.0245	3.0000e-005		8.3000e-004	8.3000e-004		7.7000e-004	7.7000e-004	0.0000	3.0094	3.0094	9.7000e-004	0.0000	3.0338
<b>Total</b>	<b>1.6600e-003</b>	<b>0.0169</b>	<b>0.0245</b>	<b>3.0000e-005</b>	<b>6.4400e-003</b>	<b>8.3000e-004</b>	<b>7.2700e-003</b>	<b>9.8000e-004</b>	<b>7.7000e-004</b>	<b>1.7500e-003</b>	<b>0.0000</b>	<b>3.0094</b>	<b>3.0094</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>3.0338</b>





1155 Las Palmas - South Coast Air Basin, Annual

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

**3.3 Site Preparation - 2023**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9100e-003	0.0000	2.9100e-003	4.4000e-004	0.0000	4.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0303	0.2466	0.3302	7.5000e-004		0.0107	0.0107		9.8100e-003	9.8100e-003	0.0000	66.2014	66.2014	0.0214	0.0000	66.7367
<b>Total</b>	<b>0.0303</b>	<b>0.2466</b>	<b>0.3302</b>	<b>7.5000e-004</b>	<b>2.9100e-003</b>	<b>0.0107</b>	<b>0.0136</b>	<b>4.4000e-004</b>	<b>9.8100e-003</b>	<b>0.0103</b>	<b>0.0000</b>	<b>66.2014</b>	<b>66.2014</b>	<b>0.0214</b>	<b>0.0000</b>	<b>66.7367</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3200e-003	0.5959	0.1432	2.7300e-003	0.0829	4.1500e-003	0.0870	0.0228	3.9700e-003	0.0267	0.0000	273.4940	273.4940	0.0169	0.0435	286.8809
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	7.5000e-004	0.0103	3.0000e-005	3.4600e-003	2.0000e-005	3.4800e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7383	2.7383	7.0000e-005	7.0000e-005	2.7607
<b>Total</b>	<b>9.3000e-003</b>	<b>0.5967</b>	<b>0.1534</b>	<b>2.7600e-003</b>	<b>0.0863</b>	<b>4.1700e-003</b>	<b>0.0905</b>	<b>0.0237</b>	<b>3.9900e-003</b>	<b>0.0277</b>	<b>0.0000</b>	<b>276.2322</b>	<b>276.2322</b>	<b>0.0170</b>	<b>0.0436</b>	<b>289.6417</b>

**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					1.1300e-003	0.0000	1.1300e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0303	0.2466	0.3302	7.5000e-004		0.0107	0.0107		9.8100e-003	9.8100e-003	0.0000	66.2013	66.2013	0.0214	0.0000	66.7366
<b>Total</b>	<b>0.0303</b>	<b>0.2466</b>	<b>0.3302</b>	<b>7.5000e-004</b>	<b>1.1300e-003</b>	<b>0.0107</b>	<b>0.0118</b>	<b>1.7000e-004</b>	<b>9.8100e-003</b>	<b>9.9800e-003</b>	<b>0.0000</b>	<b>66.2013</b>	<b>66.2013</b>	<b>0.0214</b>	<b>0.0000</b>	<b>66.7366</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3200e-003	0.5959	0.1432	2.7300e-003	0.0829	4.1500e-003	0.0870	0.0228	3.9700e-003	0.0267	0.0000	273.4940	273.4940	0.0169	0.0435	286.8809
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	7.5000e-004	0.0103	3.0000e-005	3.4600e-003	2.0000e-005	3.4800e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7383	2.7383	7.0000e-005	7.0000e-005	2.7607
<b>Total</b>	<b>9.3000e-003</b>	<b>0.5967</b>	<b>0.1534</b>	<b>2.7600e-003</b>	<b>0.0863</b>	<b>4.1700e-003</b>	<b>0.0905</b>	<b>0.0237</b>	<b>3.9900e-003</b>	<b>0.0277</b>	<b>0.0000</b>	<b>276.2322</b>	<b>276.2322</b>	<b>0.0170</b>	<b>0.0436</b>	<b>289.6417</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0740	0.6693	0.6922	1.3000e-003		0.0323	0.0323		0.0309	0.0309	0.0000	112.7937	112.7937	0.0205	0.0000	113.3048
<b>Total</b>	<b>0.0740</b>	<b>0.6693</b>	<b>0.6922</b>	<b>1.3000e-003</b>		<b>0.0323</b>	<b>0.0323</b>		<b>0.0309</b>	<b>0.0309</b>	<b>0.0000</b>	<b>112.7937</b>	<b>112.7937</b>	<b>0.0205</b>	<b>0.0000</b>	<b>113.3048</b>



1155 Las Palmas - South Coast Air Basin, Annual

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9100e-003	0.0699	0.0259	3.3000e-004	0.0115	3.7000e-004	0.0118	3.3100e-003	3.5000e-004	3.6600e-003	0.0000	32.4796	32.4796	1.2000e-003	4.7100e-003	33.9145
Worker	0.0129	9.9600e-003	0.1360	3.9000e-004	0.0456	2.6000e-004	0.0459	0.0121	2.4000e-004	0.0124	0.0000	36.1625	36.1625	9.2000e-004	9.2000e-004	36.4592
<b>Total</b>	<b>0.0148</b>	<b>0.0799</b>	<b>0.1619</b>	<b>7.2000e-004</b>	<b>0.0571</b>	<b>6.3000e-004</b>	<b>0.0577</b>	<b>0.0154</b>	<b>5.9000e-004</b>	<b>0.0160</b>	<b>0.0000</b>	<b>68.6421</b>	<b>68.6421</b>	<b>2.1200e-003</b>	<b>5.6300e-003</b>	<b>70.3737</b>

**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	0.0740	0.6693	0.6922	1.3000e-003		0.0323	0.0323		0.0309	0.0309	0.0000	112.7936	112.7936	0.0205	0.0000	113.3047
<b>Total</b>	<b>0.0740</b>	<b>0.6693</b>	<b>0.6922</b>	<b>1.3000e-003</b>		<b>0.0323</b>	<b>0.0323</b>		<b>0.0309</b>	<b>0.0309</b>	<b>0.0000</b>	<b>112.7936</b>	<b>112.7936</b>	<b>0.0205</b>	<b>0.0000</b>	<b>113.3047</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9100e-003	0.0699	0.0259	3.3000e-004	0.0115	3.7000e-004	0.0118	3.3100e-003	3.5000e-004	3.6600e-003	0.0000	32.4796	32.4796	1.2000e-003	4.7100e-003	33.9145
Worker	0.0129	9.9600e-003	0.1360	3.9000e-004	0.0456	2.6000e-004	0.0459	0.0121	2.4000e-004	0.0124	0.0000	36.1625	36.1625	9.2000e-004	9.2000e-004	36.4592
<b>Total</b>	<b>0.0148</b>	<b>0.0799</b>	<b>0.1619</b>	<b>7.2000e-004</b>	<b>0.0571</b>	<b>6.3000e-004</b>	<b>0.0577</b>	<b>0.0154</b>	<b>5.9000e-004</b>	<b>0.0160</b>	<b>0.0000</b>	<b>68.6421</b>	<b>68.6421</b>	<b>2.1200e-003</b>	<b>5.6300e-003</b>	<b>70.3737</b>

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0235	0.2105	0.2328	4.4000e-004		9.6500e-003	9.6500e-003		9.2300e-003	9.2300e-003	0.0000	38.1789	38.1789	6.8700e-003	0.0000	38.3508
<b>Total</b>	<b>0.0235</b>	<b>0.2105</b>	<b>0.2328</b>	<b>4.4000e-004</b>		<b>9.6500e-003</b>	<b>9.6500e-003</b>		<b>9.2300e-003</b>	<b>9.2300e-003</b>	<b>0.0000</b>	<b>38.1789</b>	<b>38.1789</b>	<b>6.8700e-003</b>	<b>0.0000</b>	<b>38.3508</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.5 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3000e-004	0.0238	8.6400e-003	1.1000e-004	3.8800e-003	1.3000e-004	4.0100e-003	1.1200e-003	1.2000e-004	1.2400e-003	0.0000	10.8368	10.8368	4.1000e-004	1.5800e-003	11.3165
Worker	4.0900e-003	3.0100e-003	0.0429	1.3000e-004	0.0155	9.0000e-005	0.0155	4.1000e-003	8.0000e-005	4.1800e-003	0.0000	11.9763	11.9763	2.8000e-004	2.9000e-004	12.0696
<b>Total</b>	<b>4.7200e-003</b>	<b>0.0268</b>	<b>0.0516</b>	<b>2.4000e-004</b>	<b>0.0193</b>	<b>2.2000e-004</b>	<b>0.0195</b>	<b>5.2200e-003</b>	<b>2.0000e-004</b>	<b>5.4200e-003</b>	<b>0.0000</b>	<b>22.8132</b>	<b>22.8132</b>	<b>6.9000e-004</b>	<b>1.8700e-003</b>	<b>23.3860</b>

**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	0.0235	0.2105	0.2328	4.4000e-004		9.6500e-003	9.6500e-003		9.2300e-003	9.2300e-003	0.0000	38.1789	38.1789	6.8700e-003	0.0000	38.3507
<b>Total</b>	<b>0.0235</b>	<b>0.2105</b>	<b>0.2328</b>	<b>4.4000e-004</b>		<b>9.6500e-003</b>	<b>9.6500e-003</b>		<b>9.2300e-003</b>	<b>9.2300e-003</b>	<b>0.0000</b>	<b>38.1789</b>	<b>38.1789</b>	<b>6.8700e-003</b>	<b>0.0000</b>	<b>38.3507</b>





1155 Las Palmas - South Coast Air Basin, Annual

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0881	0.7603	0.9998	1.5700e-003		0.0389	0.0389		0.0366	0.0366	0.0000	137.0332	137.0332	0.0325	0.0000	137.8463
<b>Total</b>	<b>0.5040</b>	<b>0.7603</b>	<b>0.9998</b>	<b>1.5700e-003</b>		<b>0.0389</b>	<b>0.0389</b>		<b>0.0366</b>	<b>0.0366</b>	<b>0.0000</b>	<b>137.0332</b>	<b>137.0332</b>	<b>0.0325</b>	<b>0.0000</b>	<b>137.8463</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2700e-003	2.4100e-003	0.0343	1.0000e-004	0.0123	7.0000e-005	0.0124	3.2800e-003	6.0000e-005	3.3400e-003	0.0000	9.5649	9.5649	2.3000e-004	2.3000e-004	9.6394
<b>Total</b>	<b>3.2700e-003</b>	<b>2.4100e-003</b>	<b>0.0343</b>	<b>1.0000e-004</b>	<b>0.0123</b>	<b>7.0000e-005</b>	<b>0.0124</b>	<b>3.2800e-003</b>	<b>6.0000e-005</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>9.5649</b>	<b>9.5649</b>	<b>2.3000e-004</b>	<b>2.3000e-004</b>	<b>9.6394</b>

**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	0.4159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0881	0.7603	0.9998	1.5700e-003		0.0389	0.0389		0.0366	0.0366	0.0000	137.0331	137.0331	0.0325	0.0000	137.8461
<b>Total</b>	<b>0.5040</b>	<b>0.7603</b>	<b>0.9998</b>	<b>1.5700e-003</b>		<b>0.0389</b>	<b>0.0389</b>		<b>0.0366</b>	<b>0.0366</b>	<b>0.0000</b>	<b>137.0331</b>	<b>137.0331</b>	<b>0.0325</b>	<b>0.0000</b>	<b>137.8461</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2700e-003	2.4100e-003	0.0343	1.0000e-004	0.0123	7.0000e-005	0.0124	3.2800e-003	6.0000e-005	3.3400e-003	0.0000	9.5649	9.5649	2.3000e-004	2.3000e-004	9.6394
<b>Total</b>	<b>3.2700e-003</b>	<b>2.4100e-003</b>	<b>0.0343</b>	<b>1.0000e-004</b>	<b>0.0123</b>	<b>7.0000e-005</b>	<b>0.0124</b>	<b>3.2800e-003</b>	<b>6.0000e-005</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>9.5649</b>	<b>9.5649</b>	<b>2.3000e-004</b>	<b>2.3000e-004</b>	<b>9.6394</b>

**3.8 Foundations - 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	0.0199	0.1926	0.1853	3.6000e-004		9.0700e-003	9.0700e-003		8.5800e-003	8.5800e-003	0.0000	31.3842	31.3842	6.6200e-003	0.0000	31.5497
<b>Total</b>	<b>0.0199</b>	<b>0.1926</b>	<b>0.1853</b>	<b>3.6000e-004</b>		<b>9.0700e-003</b>	<b>9.0700e-003</b>		<b>8.5800e-003</b>	<b>8.5800e-003</b>	<b>0.0000</b>	<b>31.3842</b>	<b>31.3842</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>31.5497</b>



1155 Las Palmas - South Coast Air Basin, Annual

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

**3.8 Foundations - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6000e-004	0.0242	8.9800e-003	1.1000e-004	3.9700e-003	1.3000e-004	4.1000e-003	1.1500e-003	1.2000e-004	1.2700e-003	0.0000	11.2429	11.2429	4.2000e-004	1.6300e-003	11.7397
Worker	4.4800e-003	3.4500e-003	0.0471	1.3000e-004	0.0158	9.0000e-005	0.0159	4.2000e-003	8.0000e-005	4.2800e-003	0.0000	12.5178	12.5178	3.2000e-004	3.2000e-004	12.6205
<b>Total</b>	<b>5.1400e-003</b>	<b>0.0276</b>	<b>0.0560</b>	<b>2.4000e-004</b>	<b>0.0198</b>	<b>2.2000e-004</b>	<b>0.0200</b>	<b>5.3500e-003</b>	<b>2.0000e-004</b>	<b>5.5500e-003</b>	<b>0.0000</b>	<b>23.7607</b>	<b>23.7607</b>	<b>7.4000e-004</b>	<b>1.9500e-003</b>	<b>24.3601</b>

**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	0.0199	0.1926	0.1853	3.6000e-004		9.0700e-003	9.0700e-003		8.5800e-003	8.5800e-003	0.0000	31.3842	31.3842	6.6200e-003	0.0000	31.5497
<b>Total</b>	<b>0.0199</b>	<b>0.1926</b>	<b>0.1853</b>	<b>3.6000e-004</b>		<b>9.0700e-003</b>	<b>9.0700e-003</b>		<b>8.5800e-003</b>	<b>8.5800e-003</b>	<b>0.0000</b>	<b>31.3842</b>	<b>31.3842</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>31.5497</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**3.8 Foundations - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6000e-004	0.0242	8.9800e-003	1.1000e-004	3.9700e-003	1.3000e-004	4.1000e-003	1.1500e-003	1.2000e-004	1.2700e-003	0.0000	11.2429	11.2429	4.2000e-004	1.6300e-003	11.7397
Worker	4.4800e-003	3.4500e-003	0.0471	1.3000e-004	0.0158	9.0000e-005	0.0159	4.2000e-003	8.0000e-005	4.2800e-003	0.0000	12.5178	12.5178	3.2000e-004	3.2000e-004	12.6205
<b>Total</b>	<b>5.1400e-003</b>	<b>0.0276</b>	<b>0.0560</b>	<b>2.4000e-004</b>	<b>0.0198</b>	<b>2.2000e-004</b>	<b>0.0200</b>	<b>5.3500e-003</b>	<b>2.0000e-004</b>	<b>5.5500e-003</b>	<b>0.0000</b>	<b>23.7607</b>	<b>23.7607</b>	<b>7.4000e-004</b>	<b>1.9500e-003</b>	<b>24.3601</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

1155 Las Palmas - South Coast Air Basin, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4560	0.5322	4.6433	0.0104	1.1495	7.5900e-003	1.1571	0.3068	7.0600e-003	0.3138	0.0000	986.8695	986.8695	0.0632	0.0427	1,001.1811
Unmitigated	0.4560	0.5322	4.6433	0.0104	1.1495	7.5900e-003	1.1571	0.3068	7.0600e-003	0.3138	0.0000	986.8695	986.8695	0.0632	0.0427	1,001.1811

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	943.57	943.57	943.57	3,039,667	3,039,667
Strip Mall	7.35	7.35	7.35	13,986	13,986
<b>Total</b>	<b>950.92</b>	<b>950.92</b>	<b>950.92</b>	<b>3,053,652</b>	<b>3,053,652</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
General Office Building	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644

1155 Las Palmas - South Coast Air Basin, Annual

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

Strip Mall	0.542639	0.062168	0.185423	0.128137	0.023809	0.006526	0.012163	0.008660	0.000816	0.000502	0.024766	0.000746	0.003644
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

**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	495.2051	495.2051	0.0236	2.8600e-003	496.6485
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	495.2051	495.2051	0.0236	2.8600e-003	496.6485
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000





1155 Las Palmas - South Coast Air Basin, Annual

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	463488	145.4782	6.9400e-003	8.4000e-004	145.9022
General Office Building	1.11244e+006	349.1676	0.0167	2.0200e-003	350.1854
Strip Mall	1782	0.5593	3.0000e-005	0.0000	0.5610
<b>Total</b>		<b>495.2051</b>	<b>0.0236</b>	<b>2.8600e-003</b>	<b>496.6486</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	463488	145.4782	6.9400e-003	8.4000e-004	145.9022
General Office Building	1.11244e+006	349.1676	0.0167	2.0200e-003	350.1854
Strip Mall	1782	0.5593	3.0000e-005	0.0000	0.5610
<b>Total</b>		<b>495.2051</b>	<b>0.0236</b>	<b>2.8600e-003</b>	<b>496.6486</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



1155 Las Palmas - South Coast Air Basin, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3625	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003
Unmitigated	0.3625	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0416					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.5000e-004	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003
<b>Total</b>	<b>0.3625</b>	<b>3.0000e-005</b>	<b>3.8200e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>7.9300e-003</b>

1155 Las Palmas - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0416					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.5000e-004	3.0000e-005	3.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.4500e-003	7.4500e-003	2.0000e-005	0.0000	7.9300e-003
<b>Total</b>	<b>0.3625</b>	<b>3.0000e-005</b>	<b>3.8200e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>7.9300e-003</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

1155 Las Palmas - South Coast Air Basin, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	101.2768	0.5091	0.0125	117.7195
Unmitigated	101.2768	0.5091	0.0125	117.7195

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.4717 / 9.48267	101.2089	0.5087	0.0125	117.6407
Strip Mall	0.0103702 / 0.0063559	0.0678	3.4000e-004	1.0000e-005	0.0789
<b>Total</b>		<b>101.2768</b>	<b>0.5091</b>	<b>0.0125</b>	<b>117.7195</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.4717 / 9.48267	101.2089	0.5087	0.0125	117.6407
Strip Mall	0.0103702 / 0.0063559	0.0678	3.4000e-004	1.0000e-005	0.0789
<b>Total</b>		<b>101.2768</b>	<b>0.5091</b>	<b>0.0125</b>	<b>117.7195</b>

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

1155 Las Palmas - South Coast Air Basin, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.4646	0.9730	0.0000	40.7903
Unmitigated	16.4646	0.9730	0.0000	40.7903

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	80.96	16.4342	0.9712	0.0000	40.7149
Strip Mall	0.15	0.0305	1.8000e-003	0.0000	0.0754
<b>Total</b>		<b>16.4646</b>	<b>0.9730</b>	<b>0.0000</b>	<b>40.7904</b>

1155 Las Palmas - South Coast Air Basin, Annual

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

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	80.96	16.4342	0.9712	0.0000	40.7149
Strip Mall	0.15	0.0305	1.8000e-003	0.0000	0.0754
<b>Total</b>		<b>16.4646</b>	<b>0.9730</b>	<b>0.0000</b>	<b>40.7904</b>

**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
----------------	--------

1155 Las Palmas - South Coast Air Basin, Annual

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

**11.0 Vegetation**

---