Appendix A-1

Air Quality and Greenhouse Gas Technical Report

2311 N. HOLLYWOOD WAY SCEA
BURBANK, CALIFORNIA

Air Quality and Greenhouse Gas Technical Report

Prepared for

City of Burbank
Community Development Department
150 N. Third Street, 2nd Floor
Burbank, CA 91502

July 2021

ESA

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ACRONYMS AND ABBREVIATIONS

Acronym	Description
^{0}C	Degrees Celsius
^{0}F	Degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACC	Advanced Clean Car
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
ATCM	Airborne Toxic Control Measure
BACT	Best available control technology
BWP	Burbank Water and Power
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy Standard
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CAPCOA	California Air Pollution Control Officers
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CEUS	Community End Use Survey
CH_4	Methane
CNRA	California Natural Resources Agency
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel Particulate Matter
EISA	Energy Independence and Security Act
EMFAC	Emission Factor Model
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
GGRP	Greenhouse Gas Reduction Plan
GHG	Greenhouse Gas
GWP	Global warming potential

Acronym	Description
HAP	Hazardous Air Pollutant
HFC	hydrofluorocarbons
HSC	Health and Safety Code
HQTA	High Quality Transit Area
HVAC	Heating, Ventilation, and Air Conditioning
ICT	Innovative Clean Transit Program
IPCC	Intergovernmental Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LED	Light Emitting Diode
LST	Localized Significance Thresholds
mpg	Miles per gallon
$MTCO_2e$	Metric tons carbon dioxide equivalent
MMT	Million metric tons
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NHTSA	National highway traffic safety administration
N_2O	Nitrous Oxide
NO	Nitric oxide
NO_2	Nitrogen dioxide
NOx	Oxides of nitrogen
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	California Office of Planning and Research
Pavley	AB 1493
Pb	lead
PFC	perfluorocarbons
PHEV	Plug-In Hybrid Electric Vehicle
PM2.5	Particulate matter of 2.5 micrometers or less
PM10	Particulate matter of 10 micrometers or less
ppb	Parts per billion
ppm	Parts per million
PV	Photovoltaic
PVC	Polyvinyl chloride
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient vehicle rule
SAR	Second Assessment Report
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

Acronym	Description
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SF_6	Sulfur hexafluoride
SIP	State implementation plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	Sulfur dioxide
SO_4^{2-}	sulfates
SR	State Route
SRA	Source receptor area
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic air contaminant
UNFCCC	United Nations Framework Convention on Climate Change
UPRR	Union Pacific Rail Road
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle miles traveled
VOC	Volatile organic compounds
ZE	Zero Emission
ZEV	Zero-emission vehicles
g/m^3	Microgram per meter cubed
m	micrometers

EXECUTIVE SUMMARY

Air Quality and Greenhouse Gas Technical Report

The purpose of this Air Quality and Greenhouse Gas Technical Report is to assess and discuss the impacts of potential air quality and greenhouse gas (GHG) emission impacts that may occur with the implementation of the proposed 2311 N. Hollywood Way SCEA (Project). The Project Site is a single parcel bound by Vanowen Street to the north, N. Hollywood Way to the east, Valhalla Drive to the south, and commercial uses and Valhalla Memorial Park to the west in the City of Burbank. The Hollywood Burbank Airport is also located approximately 1,035 feet (0.2 miles) northwest of the Project Site when measured from the northwest corner of the Project Site to the southeast corner of the Hollywood Burbank Airport. The Union Pacific Rail Road (UPRR) line is also located approximately 90 feet north of the Project Site.

The analysis describes the existing air quality and GHG in the vicinity of the Project limits, estimates future air pollutant and GHG emissions resulting from construction and operation of the project, and identifies the potential for significant impacts based on applicable threshold of significance. Calculation worksheets and technical data used in this analysis are provided in Appendix A of this report. The findings of the analyses are as follows:

- The incremental increase in regional emissions from construction of the Project would not exceed the regional significance thresholds for criteria pollutants set forth by the South Coast Air Quality Management District (SCAQMD). Thus, construction of the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin (the Air Basin).
- The increase in on-site emissions from construction of the Project would not exceed the localized significance thresholds set forth by the SCAQMD. Thus, construction of the Project would not result in a localized violation of applicable air quality standards or expose off-site receptors to substantial levels of regulated air contaminants.
- The incremental increase in regional emissions from operation of the Project would not exceed the regional significance thresholds set forth by the SCAQMD. Thus, operation of the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the Air Basin.
- The increase in on-site emissions from operation of the Project would not exceed the localized significance thresholds set forth by the SCAQMD. Thus, operation of the Project would not result in a localized violation of applicable air quality standards or expose off-site receptors to substantial levels of regulated air contaminants.
- Emissions from the increase in traffic due to operation of the Project would not have a significant impact upon 1-hour or 8-hour local carbon monoxide (CO) concentrations due to

mobile source emissions. Thus, the Project would not result in a localized violation of CO air quality standards or expose off-site receptors to substantial levels of CO emissions.

- Construction of the Project would not generate emissions of toxic air contaminants (TAC) that would exceed the SCAQMD health risk significance threshold of an incremental increase in cancer risk of 10 in one million. Thus, construction of the Project would not expose off-site receptors to substantial levels of regulated air contaminants.
- Operation of the Project would not generate TAC emissions that would exceed the SCAQMD health risk significance threshold of an incremental increase in cancer risk of 10 in one million. Thus, operation of the Project would not expose off-site receptors to substantial levels of regulated air contaminants.
- Construction and operation of the Project would not result in the generation of odors affecting a substantial number of people. Therefore, odor impacts would be less than significant.
- The Project would not conflict with applicable strategies in the SCAQMD Air Quality Management Plan and would not exceed growth projections for the area. The Project would not result in a significant cumulative air quality impact.
- The Project would not result in the generation of GHG emissions that would have a significant impact and would not conflict with applicable plans, policies and strategies to reduce GHG emissions. The Project would not result in significant GHG emission impacts.

SECTION 1
Introduction

The 2311 N. Hollywood Way site (Project Site) is currently occupied by a commercial structure and ancillary structures totaling approximately 105,626 square feet, surface parking and landscaping. The Project will construct a mixed-use development with office, commercial, and residential uses within four proposed buildings. Construction is anticipated to begin in July 2022 with completion in December 2025.

This Air Quality and Greenhouse Gas Technical Report evaluates the Project's potential impacts from air quality and GHG emissions as well as its potential cumulative impacts. The Air Quality analysis describes and evaluates the pollutant emission and related air quality impacts that could result from construction and operation of the Project. The report contains: (1) a description of the existing land uses as they pertain to air emissions; (2) a summary of the federal, State, and local regulations related to air quality, including those set forth within the SCAQMD Air Quality Management Plan (AQMP), and applicable City plans; and (3) an analysis of the potential impacts related to air quality associated with the implementation of the Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

The GHG analysis addresses the potential impacts of GHG emissions from the Project. The section contains: (1) a summary of the relationship between GHG emissions and global climate change; (2) an overview of applicable plans, policies, and regulations related to GHG emissions; (3) an assessment of current GHG emissions at the City, State, national, and global levels; (4) a quantitative analysis of future GHG emissions associated with construction and operation of the Project; and (5) an analysis of the consistency of the Project with applicable regulations, plans, and policies to reduce GHGs as set forth by the State of California, SCAQMD, Southern California Association of Governments (SCAG) and the City of Burbank.

The objectives of this technical report are to:

1. Describe the existing environment and regulatory framework for the Project;

2. Evaluate the Project's construction and operational-related emissions and the potential for significant impacts;

3. For identified significant impacts, provide feasible mitigation measures to reduce impacts.

The analysis was developed based on a mixture of project-specific as well as default construction and operational characteristics of the Project as discussed in the methodology portion of Section 3. Calculations and modeling outputs are included in Appendix A.

1.1 Project Location

The Project Site is a single parcel located at the southwest corner of N. Hollywood Way and Vanowen Street. The Project Site is located approximately 1,035 feet (0.2 miles) southeast form the Hollywood Burbank Airport (Airport) when measured from the northwest corner of the Project Site to the southeast corner of the Airport. The Project Site is identified by Assessor's Parcel Numbers (APN) 2463-001-019. **Figure 1**, *Regional Location Map,* illustrates the Project Site location.

1.2 Existing Site Conditions

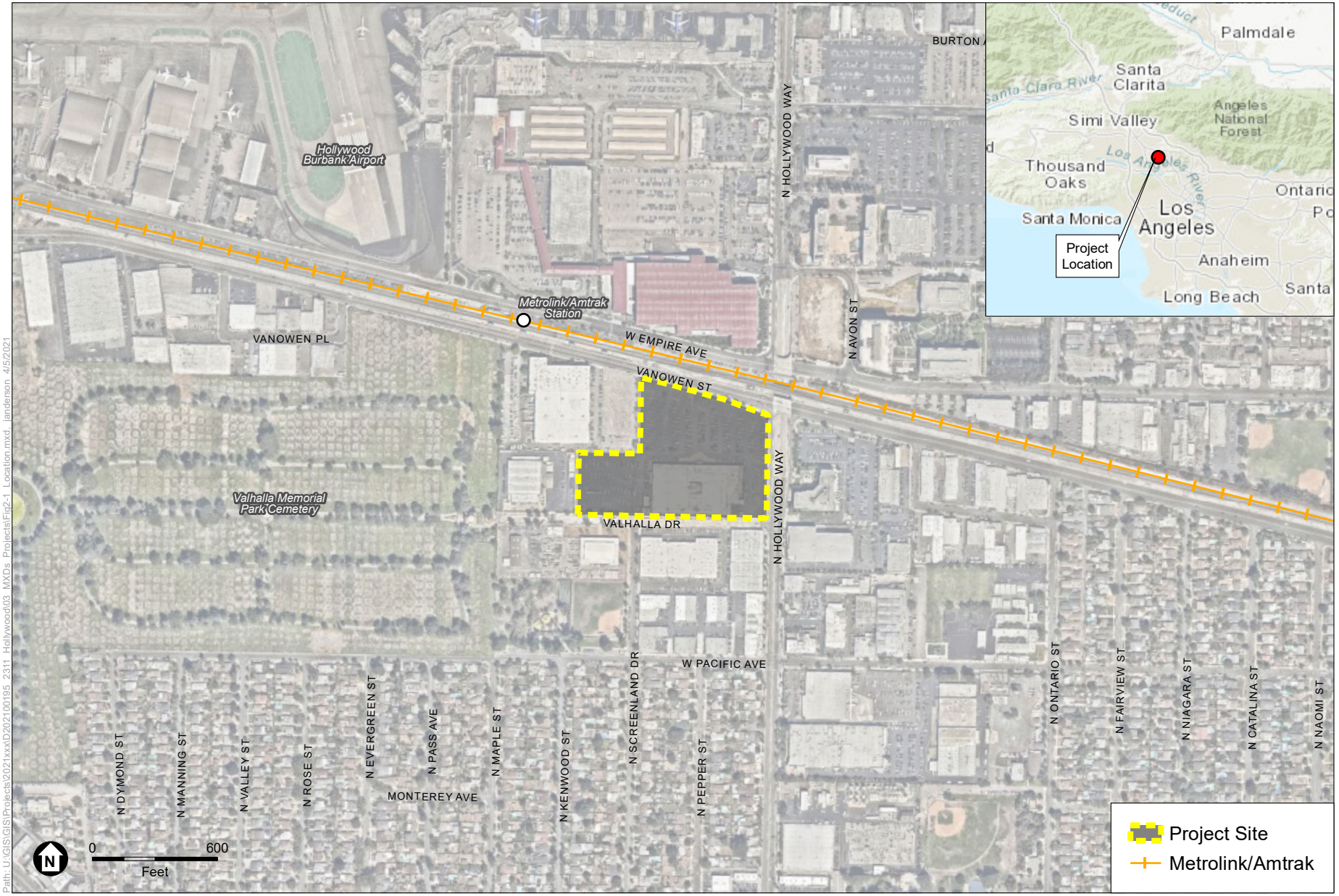
The Project Site is bound by Vanowen Street to the north, N. Hollywood Way to the east, Valhalla Drive to the south, and commercial uses and Valhalla Memorial Park to the west. The Project Site is currently developed with a large commercial building that housed the existing Fry's Electronics Store since 1995. Two additional ancillary structures are also located on the Project Site, including an abandoned heating, ventilation, and air conditioning (HVAC) system housing and a non-operational automotive stereo installation garage. The commercial building and ancillary structures located on the Project Site total approximately 105,626 square feet. The Project Site also includes a loading dock, associated surface parking and walkways, and ornamental landscaping. The Project Site is currently developed with approximately 45 on-site trees and 14 trees in the City's right-of-way.[1] The parking lot itself does not generate air pollutant emissions; however, operation of the commercial building and maintenance of the landscaped areas generate air pollutant emissions.

1.3 Project Description

The Project would demolish the existing structures and surface parking lot and construct a mixed-use development with office, commercial, and residential uses within four proposed buildings. The Project would develop a total of approximately 937,613 square feet with 151,800 square feet of office, 9,700 square feet of commercial, and 776,113 square feet of residential uses across the Project Site. The Project would also include 1,613 vehicle parking spaces[2] and 125,100 square feet of open space. **Figure 2**, *Project Layout Plan,* illustrates the site layout for the Project.

[1] Carlberg Associates, Tree Inventory Report 2311 Hollywood Way, May 25, 2021. Provided in Appendix B of this SCEA.

[2] The number of parking spaces was updated after the analysis was completed. The analysis accounted for a large land use consisting of 1,619 vehicle parking spaces presenting a more conservative approach.



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SOURCE: Mapbox; Los Angeles County, 2020.

2311 N. Hollywood Way Project

Figure1
Regional Location Map

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SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2
Project Layout Plan

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1.4 Project Construction

Construction of the Project is estimated to last approximately 41 months, tentatively scheduled to begin July 2022 and conclude December 2025. Construction activities are anticipated to occur between 7:00 AM and 7:00 PM. Monday through Friday and 8:00 AM and 5:00 PM on Saturday. Construction is not anticipated on Sunday. Construction duration by phase is provided in **Table 1**, *Estimated Construction Schedule.* It is anticipated that paving phase will overlap with the architectural coating phase and the architectural coating phase will overlap with the landscaping and off-sites phases. This inclusion of overlap provides the most flexibility for the schedule.

The provided schedule is an assumption of schedule and while phases will maintain the total number of construction days, the start and end dates may shift. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity and associated construction equipment was estimated based on consultation with the Project applicant.

TABLE 1
ESTIMATED CONSTRUCTION SCHEDULE

Activity	Start Date	End Date	Duration (Work Days)
Demolition	7/1/2022	8/31/2022	53
Site Preparation	9/1/2022	10/15/2022	39
Grading/Excavation	10/16/2022	11/5/2022	18
Drainage/Utilities/Trenching	12/1/2022	1/31/2023	53
Foundations/Concrete Pour	2/1/2023	8/31/2023	182
Building Construction	9/1/2023	12/31/2024	418
Paving	1/1/2025	3/31/2025	77
Architectural Coatings	2/1/2025	10/31/2025	234
Landscaping	8/1/2025	12/31/2025	131
Off-Site	8/1/2025	12/31/2025	131

SOURCE: City of Burbank, 2021, in consultation with the Applicant.

The emissions are estimated based on the earliest potential construction schedule to provide a worst case, conservative emissions estimate. If construction were to start later than indicated, it is anticipated that emissions may actually be reduced due to the State required timed phase-in of cleaner equipment and vehicles.

1.5 Air Quality and Greenhouse Gas Fundamentals

1.5.1 Air Quality

Criteria Pollutants

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by federal, state and local regulatory agencies. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. A description of the health effects of these criteria air pollutants are provided below.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.[3] Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases, such as asthma, emphysema, and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.[4] Long-term exposure to ozone is linked to aggravation of asthma, and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children.[5] According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.[6] The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people, who are active outdoors, especially outdoor workers.[7] Children are at greatest risk from exposure to ozone because their lungs are still developing, and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.[8] According to CARB, studies show that children are no more or less likely to suffer

3 United States Environmental Protection Agency (USEPA), Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed June 2021.

4 USEPA, Health Effects of Ozone Pollution.

5 USEPA, Health Effects of Ozone Pollution.

6 California Air Resources Board (CARB), Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed June 2021.

7 USEPA, Health Effects of Ozone Pollution.

8 USEPA, Health Effects of Ozone Pollution.

harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults.

Volatile Organic Compounds (VOCs): VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, they contribute with NO_X to form ozone, and are regulated to prevent the formation of ozone.[9] According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and, in some cases, VOCs can be both highly reactive and have adverse health effects.[10] VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).[11]

Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NO_X): NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include nitrogen dioxide (NO_2) and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas. The principal form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X.[12] Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment.[13] The terms NO_X and NO_2 are sometimes used interchangeably. However, the term NO_X is typically used when discussing emissions, usually from combustion-related activities, and the term NO_2 is typically used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2. According to the USEPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms, while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.[14] According to CARB, controlled human exposure studies show that NO_2 exposure can intensify responses to allergens in allergic asthmatics.[15] In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms,

9 USEPA, Technical Overview of Volatile Organic Compounds, https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds. Accessed June 2021.

10 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, page A-4.

11 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, page A-4.

12 CARB, Nitrogen Dioxide & Health.

13 USEPA, Nitrogen Dioxide (NO_2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2. Accessed June 2021.

14 USEPA, Nitrogen Dioxide (NO_2) Pollution.

15 CARB, Nitrogen Dioxide & Health.

emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration, while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease. CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure.[16]

Carbon Monoxide (CO): Carbon monoxide (CO) is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.[17] According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.[18] Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.[19] In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.[20] According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.[21]

Sulfur Dioxide (SO_2): According to the USEPA, the largest source of sulfur dioxide (SO_2) emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities, while smaller sources of SO_2 emissions include industrial processes, such as extracting metal from ore; natural sources, such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content.[22] In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts

16 CARB, Nitrogen Dioxide & Health.

17 CARB, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed June 2021.

18 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution. Accessed June 2021.

19 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air.

20 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air.

21 CARB, Carbon Monoxide & Health.

22 USEPA, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics. Accessed June 2021.

per million (ppm), down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion.[23] According to the USEPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult.[24] According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation, such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity, and exposure at elevated levels of SO_2 (above one ppm) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.[25] Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2.[26,27]

Particulate Matter (PM10 and PM2.5): Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.[28] Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye, while other particles are so small they can only be detected using an electron microscope. Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally ten micrometers (μm) and smaller (PM10); and fine inhalable particles with diameters that are generally 2.5 μm and smaller (PM2.5).[29] Thus, PM2.5 comprises a portion or a subset of PM10. Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.[30] Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood. PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles), such as SO_2, NO_X, and certain organic compounds. According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways; PM10 is more likely to deposit on the surfaces of the larger airways of the upper region of the lung, while PM2.5 is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation. Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.[31] The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer. Short-term exposure to PM2.5 has

23 CARB, Final Regulation Order, Amendments to the California Diesel Fuel Regulations, Amend Section 2281, Title 13, California Code of Regulations, approved July 15, 2004.

24 USEPA, Sulfur Dioxide (SO_2) Pollution.

25 CARB, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health. Accessed June 2021.

26 CARB, Sulfur Dioxide & Health.

27 USEPA, Sulfur Dioxide (SO_2) Pollution.

28 USEPA, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics. Accessed June 2021.

29 USEPA, Particulate Matter (PM) Pollution.

30 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health. Accessed June 2021.

31 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).

been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.[32]

Lead (Pb): Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers.[33] In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014. Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood.[34] The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage.[35] Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.[36]

Other Criteria Pollutants (California Only)

The California Ambient Air Quality Standards (CAAQS) regulate the same criteria pollutants as the National Ambient Air Quality Standards (NAAQS) but, in addition, regulate State-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride.[37] A description of the health effects of the State-identified criteria air pollutants relevant to the Project is provided below. As the Project would not generate emissions of hydrogen sulfide or vinyl chloride, they are not discussed.

Sulfates (SO_4^{2-}): Sulfates in the environment occur as a result of SO_2 being converted to SO_4^{2-} compounds in the atmosphere where sulfur is first oxidized to SO_2 during the combustion process of sulfur containing, petroleum-derived fuels (e.g., gasoline and diesel fuel).[38] Exposure to SO_4^{2-}, which are part of PM2.5, results in health effects similar to those from exposure to PM2.5 including reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency

32 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).

33 USEPA, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution. Accessed June 2021.

34 USEPA, Lead Air Pollution.

35 CARB, Lead & Health, https://ww2.arb.ca.gov/resources/lead-and-health. Accessed June 2021.

36 CARB, Lead & Health.

37 CARB, California Ambient Air Quality Standards, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed June 2021.

38 CARB, Sulfate & Health, https://ww2.arb.ca.gov/resources/sulfate-and-health. Accessed June 2021.

department visits, hospitalizations, and death in people who have chronic heart or lung diseases.[39] Population groups with higher risks of experiencing adverse health effects with exposure to SO_4^{2-} include children, asthmatics, and older adults who have chronic heart or lung diseases.[40]

Visibility-Reducing Particles: Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles), which are the major constituents of particulate matter. As the number of visibility reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[41] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM10 and PM2.5 as discussed above.[42]

Air Toxics

Toxic Air Contaminants

TACs, or hazardous air pollutants (HAPs) as defined by the USEPA, are defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard.[43] For consistency within this document they will be referred to as TACs. TACs are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. TACs may exist as PM10 and PM2.5 or as vapors (gases).[44] TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources. The emission of a TAC does not automatically create a health hazard. Other factors, such as the amount of the TAC, its toxicity, how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health. Emissions of TACs into the air can be damaging to human health and to the environment. Human exposure to TACs at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. TACs deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists currently believe

39 CARB, Sulfate & Health.

40 CARB, Sulfate & Health.

41 CARB, Visibility-Reducing Particles and Health, https://ww2.arb.ca.gov/resources/visibility-reducing-particles-and-health. Accessed June 2021.

42 CARB, Visibility-Reducing Particles and Health.

43 USEPA, Hazardous Air Pollutants, https://www.epa.gov/haps. Accessed June 2021.

44 USEPA, Hazardous Air Pollutants: Sources and Exposure, https://www.epa.gov/haps/hazardous-air-pollutants-sources-and-exposure. Accessed June 2021.

that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.[45]

The public's exposure to TACs is a significant public health issue in California. The Air Toxics "Hotspots" Information and Assessment Act is a State law requiring facilities to report emissions of TACs to air districts.[46] The program is designated to quantify the amounts of potentially HAPs released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks. The State Air Toxics Program (AB 2588) identified over 200 TACs, including the 188 TACs identified in the Clean Air Act (CAA).[47]

The USEPA has assessed this expansive list and identified 21 TACs as Mobile Source Air Toxics (MSATs).[48] MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline. USEPA also extracted a subset of these 21 MSAT compounds that it now labels as the nine priority MSATs: 1,3-butaidene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM)/diesel exhaust organic gases, ethylbenzene, naphthalene, and polycyclic organic matter. While these nine MSATs are considered the priority transportation toxics, USEPA stresses that the lists are subject to change and may be adjusted in future rules.[49]

Diesel Exhaust

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from the exhaust of diesel-fueled engines, i.e., DPM.[50] DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances.

Diesel exhaust is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban HAPs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment. Although DPM is emitted by diesel-fueled internal combustion engines, the

45 USEPA, Hazardous Air Pollutants.

46 CARB, General Information About "Hot Spots", https://www.arb.ca.gov/ab2588/general.htm. Accessed June 2021.

47 CARB, AB 25188 Air Toxics "Hot Spots" Program, https://www.arb.ca.gov/ab2588/ab2588.htm. Accessed June 2021.

48 USEPA, Air Toxics Risk Assessment Reference Library, Volume 1 Technical Resource Manual. April 2004. page 2-1.

49 U.S. Department of Transportation Federal Highway Administration, Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, October 18, 2016.

50 CARB, The California Almanac of Emissions and Air Quality, https://www.arb.ca.gov/aqd/almanac/almanac.htm. Accessed June 2021.

composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

The most common exposure to DPM is breathing air that contains diesel exhaust. The fine and ultra-fine particles are respirable (similar to PM2.5), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to DPM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel exhaust causes health effects from long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to only DPM, but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes chronic health effects as well as having cancer-causing potential.

Because it is part of PM2.5, DPM also contributes to the same non-cancer health effects as PM2.5 exposure. These effects include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and the elderly who often have chronic health problems.[51]

Gasoline Exhaust

Similar to diesel exhaust, gasoline is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of the same HAPs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Gasoline exhaust is primarily emitted from light-duty passenger vehicles. The compounds in the gas and particles phases can cause health effects from short- and long-term exposures.

1.5.2 Greenhouse Gases

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond

[51] CARB, Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed June, 2021.

to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are those compounds in the Earth's atmosphere which play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value.[52] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline. The CO_2e values are calculated for construction years as well as existing and Project build-out conditions in order to generate a net change in GHG emissions for construction and operation. Compounds that are regulated as GHGs are discussed below.[53,54]

- **Carbon Dioxide (CO_2):** CO_2 is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the reference gas (GWP of 1) for determining the GWPs of other GHGs.[55]
- **Methane (CH_4):** CH_4 is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH_4 is 21 in the IPCC SAR and 25 in the IPCC AR4.[56]
- **Nitrous Oxide (N_2O):** N_2O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 310 in the IPCC SAR and 298 in the IPCC AR4.[57]
- **Hydrofluorocarbons (HFCs):** HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration

52 GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The California Air Resources Board (CARB) has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

53 Intergovernmental Panel on Climate Change (IPCC), Second Assessment Report, Working Group I: The Science of Climate Change, 1995, https://www.ipcc.ch/pdf/climate-changes-1995/ipcc-2nd-assessment/2nd-assessment-en.pdf. Accessed June 2021.

54 IPCC, Fourth Assessment Report (AR4), Working Group I Report: The Physical Science Basis, Table 2.14, 2007, https://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html. Accessed June 2021.

55 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

56 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

57 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

and mobile air conditioning systems. The GWP of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR and 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4.[58]

- **Perfluorocarbons (PFCs):** PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR and 7,390 to 17,700 in the IPCC AR4.[59]
- **Sulfur Hexafluoride (SF_6):** SF_6 is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 23,900 in the IPCC SAR and 22,800 in the IPCC AR4.[60]

Effects of Global Climate Change

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's *Fifth Assessment Report, Summary for Policy Makers* states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forces [*sic*] together."[61] A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.[62]

According to the California EPA, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[63] Data regarding potential future climate change impacts are available from the California Natural Resources Agency (CNRA), which in 2009 published the *California*

58 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

59 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

60 IPCC, AR4, Working Group I Report: The Physical Science Basis, Table 2.14.

61 IPCC, Climate Change 2014: Synthesis Report, Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, Summary for Policy Makers, 2014, page 5, http://ipcc.ch/report/ar5/syr/. Accessed June 2021.

62 Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America, 2010, 107:12107-12109.

63 California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.

Climate Adaptation Strategy[64] as a response to Executive Order S-13-2008. The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers.[65] The website, known as Cal-Adapt, became operational in 2011.[66] The information provided by the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values from a variety of scenarios and models, and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. Below is a summary of some of the potential climate change effects and relevant Cal-Adapt data, reported by an array of studies that could be experienced in California as a result of global warming and climate change.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[67]

According to the Cal-Adapt website, the portion of the County in which the Project Site is located could result in an average increase in temperature of approximately 6 degrees (from an annual average of 74.8°F to 81.2°F) by 2070-2099, compared to the baseline 1961-1990 period.[68] Data suggests that the predicted future increase in temperatures as a result of climate change could potentially interfere with efforts to control and reduce ground-level ozone in the region.

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "Considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change."[69]

64 California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, 2009.

65 California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008.

66 The Cal-Adapt website address is: http://cal-adapt.org.

67 California Energy Commission, Scenarios of Climate Change in California: An Overview, February 2006, https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.169.4744&rep=rep1&type=pdf. Accessed June 2021.

68 Cal-Adapt, Annual Average Maximum Temperatures, https://cal-adapt.org/tools/annual-averages/. Accessed June 2021.

69 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature, July 2003, https://pacinst.org/wp-content/uploads/2003/07/climate_change_and_california_water_resources.pdf. Accessed June 2021.

For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation. [70] Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full.[71] Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[72]

The California Department of Water Resources report on climate change and effects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that "climate change will likely have a significant effect on California's future water resources…[and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain." It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[73] In its *Fifth Assessment Report*, the IPCC states "Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions."[74]

Hydrology and Sea Level Rise

As discussed above, climate changes could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. Absent planning and preparation, a rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply, and increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a $30 billion agricultural industry that produces one half of the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use

70 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature.

71 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature.

72 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature.

73 California Department of Water Resources Climate Change Report, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources, July 2006, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=6454. Accessed June 2021.

74 IPCC, Fifth Assessment Report, Summary for Policy Makers, 2013, page 20.

efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; without planning and preparations. Crop-yield could be threatened by a less reliable water supply. Also, greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[75]

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2 to 11.5°F (1.1 to 6.4°C) by 2100, with significant regional variation.[76] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as 2 feet along most of the U.S. coast. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.[77,78]

1.6 Regulatory Framework

- This section provides a summary of pertinent federal, State, and local statutes, regulations, plans, and policies that have been adopted that address air quality.

1.6.1 Federal

Clean Air Act

The CAA of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, USEPA is responsible for implementation of certain portions of the CAA including mobile source requirements. Other portions of the CAA, such as stationary source requirements, are implemented by state and local agencies.

The CAA establishes federal air quality standards and specifies future dates for achieving compliance. The CAA also mandates that the state submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the NAAQS will be met. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions).

75 California Climate Change Center, Our Changing Climate: Assessing the Risks to California, 2006.

76 National Research Council, Advancing the Science of Climate Change, 2010.

77 Parmesan, C., Ecological and Evolutionary Response to Recent Climate Change, 2006.

78 Parmesan, C and Galbraith, H, Observed Ecological Impacts of Climate Change in North America. Arlington, VA: Pew. Cent. Glob. Clim. Change, 2004.

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria air pollutants: O_3; NO_2; CO; SO_2; PM10; and lead. The NAAQS were amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for PM2.5. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM2.5 as well as revoking the annual PM10 threshold. **Table 2,** *Ambient Air Quality Standards,* shows the NAAQS currently in effect for each criteria air pollutant.

TABLE 2
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
O_3[h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
PM10[i]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
PM2.5[i]	24 Hour	No Separate State Standard	Gravimetric or Beta Attenuation	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3		12.0 µg/m^3 [k]	15 µg/m^3	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
NO_2[j]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
SO_2[k]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[j]	—	

TABLE 2
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Lead[l,m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3(for certain areas)[m]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[n]	8 Hour	See footnote n	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the USEPA for further clarification and current national policies.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Reference method as described by the USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the USEPA.

[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[i] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24- hour PM2.5 standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[k] On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[l] The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

TABLE 2
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]

[m] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[n] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB, Ambient Air Quality Standards, May 4, 2016, https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf. Accessed June 2021.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

> Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
>
> Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
>
> Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
>
> While superseded by the USEPA and National Highway Traffic Safety Administration (NHTSA) actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.[79]

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings,

[79] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)[80] and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[81] In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In August 2018, the USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient Vehicles Rule that would, if adopted, maintain the CAFE and CO_2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO_2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The proposal, if adopted, would also exclude CO_2-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.[82]

1.6.2 State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of air pollutants and GHGs in the atmosphere and emissions of pollutants from commercial and private activities within the state. The State also has implemented regulations governing energy consumption within the State. The major components of California's initiatives are reviewed below.

[80] The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

[81] USEPA, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF. Accessed June 2021.

[82] National Highway Traffic Safety Administration (NHTSA) and USEPA, 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: https://www.gpo.gov/fdsys/pkg/FR-2018-08-24/pdf/2018-16820.pdf. Accessed June 2021.

California Clean Air Act

The CCAA, signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practical date. The CAAQS are established to protect the health of the most sensitive groups and apply to the same criteria air pollutants as the federal CAA and also includes State-identified criteria air pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.[83] Table 2 provided above, shows the CAAQS currently in effect for each of the federally identified criteria air pollutants as well as state recognized pollutants, such as sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.

Mobile Source Regulations

Mobile sources are a significant contributor to the air pollution in California. CARB has established exhaust emission standards for automobiles, which are more stringent than the federal emissions standards. Through its Mobile Sources Program, CARB has developed programs and policies to reduce emissions from on-road heavy-duty diesel vehicles. Specifically, the Truck and Bus regulation requires diesel trucks and buses that operate in the State to reduce NO_X, PM10, and PM2.5 emissions (Title 13 California Code of Regulations [CCR], Section 2025). By January 1, 2023, nearly all vehicles must have engines certified to 2010 model year engines or equivalent. The Innovative Clean Transit Program (ICT) sets emissions reduction standards for new public transit vehicles and requires major transit agencies to only purchase zero emission (ZE) buses after 2029. The Solid Waste Collection Vehicle Regulation requires solid waste collection vehicles and heavy diesel-fueled on-road single engine cranes to be upgraded. The Rule for On-Road Heavy-Duty Diesel-Fueled Public and Utility Fleets requires fleets to install emission control devices on vehicles or purchase vehicles that run on alternative fuels or use advanced technologies to achieve emissions requirements by specified implementation dates. CARB also established an In-Use Off-Road Diesel-Fueled Fleets Regulation to impose limits on idling and require fleets to retrofit or replace older engines.

California Air Resources Board

On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008 CARB approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. The requirements were amended in December 2010 and apply to nearly all diesel fueled trucks and busses with a gross vehicle weight rating greater than 14,000 pounds. For the largest trucks in the fleet, those with a gross vehicle weight rating greater than 26,000 pounds, there are two methods to comply with the requirements. The first way is for the fleet owner to retrofit or replace engines, starting with the oldest engine model

[83] CARB, California Ambient Air Quality Standards, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed June 2021.

year, to meet 2010 engine standards, or better. This is phased over 8 years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NO_X and particulate matter by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters achieving at least 85 percent removal efficiency, so that by January 1, 2016 their entire fleet is equipped with diesel particulate filters. However, diesel particulate filters do not typically lower NO_X emissions. Thus, fleet owners choosing the second option must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets to begin compliance by January 1, 2014. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (e.g., engine retrofits) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits be fully implemented by 2023 in all equipment in large and medium fleets and across 100 percent of small fleets by 2028.

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the State to take over implementation of the federal Clean Air Act. In addition, CARB also has primary responsibility for adopting and implementing California's legislative policies and programs, including the Climate Change Scoping Plan discussed below, to reduce the State's greenhouse gas emissions to meet the State's goal of reducing GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030.

Climate Change Scoping Plan

As discussed below, AB 32 and SB 32 require CARB to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 for AB 32 and 2030 for SB 32 (Health and Safety Code Section 38561(h)). CARB

developed its initial Climate Change Scoping Plan, which was approved in 2008; it contained a mix of recommended strategies to achieve the 2020 emissions cap that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 Statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.[84]

As required by Health and Safety Code (HSC) Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions reduction target for 2020. The 2020 emissions reduction target was originally set at 427 million metric tons (MMT) of CO_2e using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 $MMTCO_2e$ (using GWP values from the IPCC SAR). Therefore, under the original projections, the state would have had to reduce its 2020 no-action-taken emissions by 28.4 percent in order to meet the 1990 target of 427 $MMTCO_2e$.

First Update to the Climate Change Scoping Plan

The First Update to the Climate Change Scoping Plan was approved by CARB in May 2014 and built upon the initial Scoping Plan with new strategies and recommendations.[85] In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined the 1990 GHG emissions inventory and 2020 GHG emissions limit to be 431 $MMTCO_2e$. CARB also updated the State's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that had recently been adopted for motor vehicles and renewable energy. CARB's projected Statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 $MMTCO_2e$.

Therefore, under the first update to the Climate Change Scoping Plan, the emission reductions necessary to achieve the 2020 emissions target of 431 $MMTCO_2e$ would have been 78.4 $MMTCO_2e$, or a reduction of GHG emissions by approximately 15.4 percent.

2017 Climate Change Scoping Plan

In response to the passage of SB 32 and the identification of the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017.[86] The 2017 Climate Change Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels, which build on the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, improved vehicle, truck and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from

84 Office of Governor Edmund G. Brown Jr., Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America.

85 CARB, First Update to the AB 32 Scoping Plan https://ww3.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed June 2021.

86 CARB, California's 2017 Climate Change Scoping Plan, November 2017.

agricultural and other wastes by using it to meet California's energy needs. Accounting for all GHG emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32, CARB recommends statewide targets of no more than six metric tons CO_2e per capita by 2030.[87] CARB's projected Statewide 2030 emissions takes into account 2020 GHG reduction policies and programs.[88] The 2017 Climate Change Scoping Plan also addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors.

CARB states that the approved Scoping Plan "is the best choice to achieve the State's climate and clean air goals."[89] Under the Climate Change Scoping Plan, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions would be achieved from electricity sector standards (i.e., utility providers to supply 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the Low Carbon Fuel Standard (LCFS), implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. In July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030.

The 2017 Climate Change Scoping Plan discusses the role of local governments in meeting the State's greenhouse gas reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations.[90] Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures.[91]

For individual projects under CEQA, the 2017 Climate Change Scoping Plan states that local governments can support climate action when considering discretionary approvals and entitlements. According to the 2017 Climate Change Scoping Plan, lead agencies have the discretion to develop evidence-based numeric thresholds consistent with the Climate Change Scoping Plan, the State's long-term goals, and climate change science.[92]

A summary of the GHG emissions reductions required under HSC Division 25.5 is provided in **Table 3**, *Estimated Greenhouse Gas Emissions Reductions Required by HSC Division 25.5*.

Under the Scoping Plan Scenario, continuation of the Cap-and-Trade regulation (or carbon tax) is expected to cover approximately 34 to 79 $MMTCO_2$ of the 2030 reduction obligation.[93] The State's short-lived climate pollutants strategy, which is for GHGs that remain in the atmosphere for shorter periods of time compared to longer-lived GHGs like CO_2, is expected to cover approximately 17

87 CARB, California's 2017 Climate Change Scoping Plan.
88 CARB, California's 2017 Climate Change Scoping Plan.
89 CARB, California's 2017 Climate Change Scoping Plan.
90 CARB, California's 2017 Climate Change Scoping Plan, page 97.
91 CARB, California's 2017 Climate Change Scoping Plan, page 97.
92 CARB, California's 2017 Climate Change Scoping Plan, page 100.
93 CARB, California's 2017 Climate Change Scoping Plan, Appendix G, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_appg_alt-ab197aq-health_final.pdf. Accessed June 2021.

to 35 $MMTCO_2e$. The Renewables Portfolio Standard with 50 percent renewable electricity by 2030 is expected to cover approximately 3 $MMTCO_2$. The mobile source strategy and sustainable freight action plan includes maintaining the existing vehicle GHG emissions standards, increasing the number of zero emission vehicles (ZEVs) and improving the freight system efficiency, and is expected to cover approximately 11 to 13 $MMTCO_2$. Under the Scoping Plan Scenario, CARB expects that the reduction in GHGs from doubling of the energy efficiency savings in natural gas and electricity end uses in the CEC 2015 Integrated Energy Policy Report by 2030 would cover approximately 7 to 9 $MMTCO_2$ of the 2030 reduction obligation. The other strategies would be expected to cover the remaining 2030 reduction obligations.

TABLE 3
ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY HSC DIVISION 25.5

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2008 Scoping Plan (IPCC SAR)	
2020 BAU Forecast (CARB 2008 Scoping Plan Estimate)	596
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	427
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2020	169 (28.4%) [a]
2011 Scoping Plan (IPCC AR4)	
2020 BAU Forecast (CARB 2011 Scoping Plan Estimate)	509.4
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	431
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2020	78.4 (15.4%) [b]
2017 Scoping Plan Update	
2030 BAU Forecast ("Reference Scenario" which includes 2020 GHG reduction policies and programs)	389
2030 Emissions Target Set by HSC Division 25.5 (i.e., 40% below 1990 Level)	260
Reduction below Business-As-Usual Necessary to Achieve 40% below 1990 Level by 2030	129 (33.2%) [c]

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents

a 596 – 427 = 169 / 596 = 28.4%
b 509.4 – 431 = 78.4 / 509.4 = 15.4%
c 389 – 260 = 129 / 389 = 33.2%

SOURCE: CARB, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011; CARB, 2020 Business-as-Usual (BAU) Emissions Projection, 2014 Edition, 2017, https://ww2.arb.ca.gov/ghg-bau. Accessed February 14, 2021; CARB, California's 2017 Climate Change Scoping Plan, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf. Accessed June 2021.

CARB's Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[94] The program requires a greater number of ZEV models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the ZEV regulations to require manufactures to produce an increasing number of pure ZEV's (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles between 2018 and 2025.

California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted AB 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed", as a TAC in California. Since inception of the program, a number of such substances have been listed.[95] In 1993, the California Legislature amended the program to identify the 189 federal HAPs as TACs. The SCAQMD has not adopted guidance applicable to land use projects that requires a quantitative health risk assessment be performed for construction exposures to TAC emissions.[96]

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on the results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources. As discussed above, in 2004, CARB adopted an ATCM to limit idling of heavy-duty diesel motor vehicles weighing greater than 10,000 pounds to no more than 5 minutes at any location in order to reduce public exposure to DPM and other TACs.

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

94 CARB, Clean Car Standards – Pavley, Assembly Bill 1493.

95 CARB, CARB Identified Toxic Air Contaminants. Available at https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants. Accessed June 2021.

96 SCAQMD, Final Environmental Assessment for Proposed Amended Rule 307.1 – Alternative Fees for Air Toxics Emissions Inventory; Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants; Proposed Amended Rule 1402 – Control of Toxic Air Contaminants from Existing Sources; SCAQMD Public Notification Procedures for Facilities Under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) and Rule 1402.

Executive Order S-3-05, Executive Order B-30-15, and Executive Order B-55-18

In June, 2005, through Executive Order S-3-05,[97] the following GHG emission reduction targets were established:

> By 2010, California shall reduce GHG emissions to 2000 levels;
>
> By 2020, California shall reduce GHG emissions to 1990 levels; and
>
> By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In April, 2015, Governor Brown issued Executive Order B-30-15 that:[98]

> Established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
>
> Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
>
> Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

In September 2018, Governor Brown issued Executive Order B-55-18, which establishes a statewide goal of achieving carbon neutrality as soon as possible and no later than 2045.[99]

Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006 (AB 32) and Emissions Limit (SB 32 / AB 197)

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California HSC, Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 Statewide levels by 2020.

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach into disadvantaged communities.

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97 The Center for Climate Strategies, Executive Order S-3-05 http://www.climatestrategies.us/library/library/view/294. Accessed June 2021.

98 Office of Governor Edmund G. Brown Jr., Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America, 2015, https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html. Accessed June 2021.

99 California State Government, Executive Order B-55-18 to Achieve Carbon Neutrality, https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf. Accessed June 2021.

California Assembly Bill No. 1493 (AB 1493, Pavley) (Chapter 200, Statutes of 2002)

In response to the transportation sector accounting for more than half of California's CO_2 emissions, AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers.[100] As discussed previously, the USEPA and United States Department of Transportation (USDOT) have adopted federal standards for model year 2012 through 2016 light-duty vehicles. In light of the USEPA and USDOT standards, California - and states adopting California emissions standards - have agreed to defer to the proposed national standard through model year 2016. The 2016 endpoint of the federal and state standards is similar, although the federal standard ramps up slightly more slowly than required under the state standard. The state standards (called the Pavley standards) require additional reductions in CO_2 emissions beyond model year 2016 (referred to as Pavley Phase II standards).[101] As noted above, the USEPA and USDOT have adopted GHG emission standards for model year 2017 through 2025 vehicles. These standards are slightly different from the Pavley Phase II standards, but the State of California has agreed not to contest these standards, in part due to the fact that while the national standard would achieve slightly lower reductions in California, it would achieve greater reductions nationally and is stringent enough to meet state GHG emission reduction goals.[102] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017-2025 national standards to meet state law.

Executive Order S-01-07

Executive Order S-01-07 was enacted on January 18, 2007.[103] The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a LCFS for transportation fuels be established in California. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[104] In the proposed 2017 Climate Change Scoping Plan Update, CARB's preferred recommendation includes increasing the stringency of the LCFS by reducing the carbon intensity of transportation fuels by 18 percent by 2030, up from the current target of 10 percent by 2020.[105] In April 2017, the LCFS was brought before the Court of Appeal challenging the analysis of

[100] CARB, Regulations to Control Greenhouse Gas Emissions from Motor Vehicles, Final Statement of Reasons, 2005, https://ww3.arb.ca.gov/regact/grnhsgas/fsor.pdf. Accessed June 2021.

[101] On March 24, 2017, CARB voted unanimously to uphold the State's model year 2017-2025 cars and light truck emissions standards. See: CARB, CARB finds vehicle standards are achievable and cost-effective, March 24, 2017, https://ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective. Accessed June 2021.

[102] CARB, Advanced Clean Cars Summary, https://ww2.arb.ca.gov/sites/default/files/2019-12/acc%20summary-final_ac.pdf. Accessed June 2021.

[103] Office of the Governor Arnold Schwarzenegger, Executive Order S-01-07, 2007 https://web.archive.org/web/20081026081001/http://gov.ca.gov/executive-order/5172/. Accessed June 2021.

[104] CARB, Low Carbon Fuel Standard, 2018, https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard. Accessed June 2021.

[105] CARB, AB 32 Scoping Plan, 2017, https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan. Accessed June 2021.

potential nitrogen dioxide impacts from biodiesel fuels. The Court directed CARB to conduct an analysis of nitrogen dioxide impacts from biodiesel fuels and froze the carbon intensity targets for diesel and biodiesel fuel provisions at 2017 levels until CARB has completed this analysis. On March 6, 2018 CARB issued its *Draft Supplemental Disclosure Discussion of Oxides of Nitrogen Potentially Caused by the Low Carbon Fuel Standard Regulation*.[106] CARB posted modifications to the amendments on August 13, 2018, with a public comment period through August 30, 2018. Final approval of regulatory changes from CARB's analysis of nitrogen dioxide impacts from biodiesel fuels was made on January 4, 2019.[107]

Senate Bill 97 (SB 97, Dutton) (Chapter 185, Statutes of 2007)

SB 97 (Chapter 185, Statutes of 2007), enacted in 2007, amended CEQA to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop revisions to the State CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt these revised State CEQA Guidelines by January 2010. The revisions were completed in March 2010 and codified into the California Code of Regulations and became effective within 120 days pursuant to CEQA. The amendments provide regulatory guidance for the analysis and mitigation of the potential effects of GHG emissions. The CEQA Guidelines require:

Inclusion of GHG analyses in CEQA documents;

Determination of significance of GHG emissions; and

If significant GHG emissions would occur, adoption of mitigation to address significant emissions.

Senate Bill 375 (SB 375, Steinberg) (Chapter 728, Statutes of 2008)

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[108] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted GHG emissions reduction targets for the SCAG, which is the Metropolitan Planning Organization for the region in which the City of Burbank is located.[109]

[106] CARB, Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation 2018, https://ww2.arb.ca.gov/rulemaking/2018/low-carbon-fuel-standard-and-alternative-diesel-fuels-regulation-2018. Accessed June 2021.

[107] CARB, Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation 2019.

[108] State of California, Senate Bill No. 375, September 30, 2008, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375. Accessed June 2021.

[109] CARB, Sustainable Communities, March 28, 2017, https://ww2.arb.ca.gov/our-work/topics/sustainable-communities. Accessed June 2021.

In March 2018, the CARB updated the SB 375 targets to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[110] As these reduction targets were updated after the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) was adopted, it is expected that the next iteration of the RTP/SCS will be updated to meet them.

Meeting SB 375 goals and targets is crucial for the State to meet its climate goals and to reduce GHG emissions as it supports coordinated transportation and land use planning with the goal of more sustainable communities.[111] Under SB 375, the target must be incorporated within that region's RTP, which is used for long-term transportation planning, in a SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

Title 24, Building Standards Code and CALGreen Code

The California Energy Commission first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. When the CALGreen Code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures

[110] CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, https://ww3.arb.ca.gov/cc/sb375/finaltargets2018.pdf. Accessed June 2021.

[111] CARB, Sustainable Communities, https://ww2.arb.ca.gov/our-work/topics/sustainable-communities. Accessed June 2021.

include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2020.

Renewables Portfolio Standard

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Executive Order S-14-08 was signed, which expands the State's Renewables Portfolio Standard (RPS) to 33 percent renewable power by 2020. Pursuant to Executive Order S-21-09, CARB was also preparing regulations to supplement the RPS with a Renewable Energy Standard that would result in a total renewable energy requirement for utilities of 33 percent by 2020. On April 12, 2011, SB X1-2 was signed to increase California's RPS to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015) further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 was signed into law on October 7, 2015.

On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased California's Renewables Portfolio Standard and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.[112]

Senate Bill 1389

SB 1389 (Public Resources Code Sections [PRC] 25300–25323; SB 1389) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (PRC Section 25301[a]). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, ZEV, energy equity, climate change adaptation, electricity reliability in Southern California, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

California Building Standards Code (Title 24)

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor

[112] California Legislative Information, SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases.

environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020.[113] The 2019 Title 24 standards include efficiency improvements to the residential and non-residential standards.[114]

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Most changes to the mandatory measure, compared to the previously 2016 CALGreen Code, included requirements for solar photovoltaic (PV) systems in all new homes (low-rise and single-family), requirements for newly constructed healthcare facilities that were previously not included, the encouragement of demand response and light-emitting diode (LED) technology for both residential and nonresidential buildings, and the use of more efficient air filters to trap hazardous particulates.[115] For new multifamily dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For non-residential mandatory measures, Table 5.106.5.3.3 of the CALGreen Code, identifying the number of required EV charging spaces, has been revised in its entirety.

Senate Bill 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. Building off of AB 32, SB 350 established California's 2030 greenhouse gas reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 set ambitious 2030 targets for energy efficiency and renewable electricity, among other actions aimed at reducing greenhouse gas emissions. SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of RPS eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030.

1.6.3 Regional

South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the Air Basin, which includes all of Orange County; Los Angeles County (excluding the Antelope Valley portion); the western, non-desert portion of San Bernardino County; and the western Coachella Valley and San Gorgonio Pass portions of Riverside County. The Air Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San

113 California Energy Commission (CEC), 2019 Building Energy Efficiency Standards, 2020. Available at https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency. Accessed June 2021.

114 CEC, 2019 Building Energy Efficiency Standards, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency. Accessed June 2021.

115 CEC, 2019 Building Energy Efficiency Standards, 2020, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency. Accessed June 2021.

Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

Air Quality Management Plan

The SCAQMD has adopted AQMPs to meet the CAAQS and NAAQS. The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017.[116] CARB approved the 2016 AQMP on March 23, 2017.[117] Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, State, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts.[118] The strategies included in the 2016 AQMP build on the strategies from the previous 2012 AQMP and are intended to demonstrate attainment of the NAAQS, which are set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings,[119] for the federal non-attainment pollutants ozone and PM2.5 while accounting for regional growth, increasing development, and maintaining a healthy economy.[120] In general, SCAQMD's criteria for evaluating control strategies for stationary and mobile sources is based on the following: (1) cost-effectiveness; (2) emissions reduction potential; (3) enforceability; (4) legal authority; (5) public acceptability; (6) rate of emission reduction; and (7) technological feasibility. Control strategies in the AQMP with potential applicability to reducing short-term emissions from construction activities associated with the Project include strategies denoted in the 2016 AQMP as MOB-08 and MOB-10, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment.[121] Descriptions of measures MOB-08 and MOB-10 are provided below:

> **MOB-08 – Accelerated Retirement of Older On-Road Heavy-Duty Vehicles:** This measure seeks to replace up to 2,000 heavy-duty vehicles per year with newer or new vehicles that at a minimum, meet the 2010 on-road heavy-duty NO_X exhaust emissions standard of 0.2 grams per brake horsepower-hour (g/bhp-hr).
>
> **MOB-10 – Extension of the SOON Provision for Construction/Industrial Equipment:** This measure continues the Surplus Off-Road Option for NO_X (SOON) provision of the statewide In-Use Off-Road Fleet Vehicle Regulation through the 2031 timeframe.

The 2016 AQMP is used in the analyses since it has been adopted by both SCAQMD and CARB.

116 SCAQMD, 2016 AQMP, March 2017.

117 CARB, News Release - CARB establishes next generation of emission controls needed to improve state's air quality, https://ww2.arb.ca.gov/news/carb-establishes-next-generation-emission-controls-needed-improve-states-air-quality. Accessed June 2021.

118 SCAQMD, 2016 AQMP, March 2017.

119 USEPA, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed June 2021.

120 SCAQMD, NAAQS/CAAQS and Attainment Status for South Coast Air Basin, 2016.

121 SCAQMD, 2016 AQMP, March 2017.

SCAQMD CEQA Guidelines

SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The CEQA Air Quality Handbook (Handbook) published by SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts.[122] SCAQMD is currently updating some of the information and methods in the Handbook, such as the screening tables for determining the air quality significance of a project and the on-road mobile source emission factors. While this process is underway, SCAQMD recommends using other approved models to calculate emissions from land use projects, such as CalEEMod.[123]

The SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning considers impacts to air quality sensitive receptors from TAC-emitting facilities.[124] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities).

The SCAQMD Final Localized Significance Threshold Methodology and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds provides guidance when evaluating the localized effects of emissions in the CEQA evaluation.[125,126] These guidance documents were promulgated by the SCAQMD Governing Board as a tool to assist lead agencies to analyzed localized impacts associated with project-specific level projects. The guidance documents establish mass emission rate "look up tables" as significance thresholds for projects that are five acres or less. For projects that are larger than five acres it is recommended that project-specific air quality dispersion modeling is completed to determine localized air quality.

SCAQMD Rules and Regulations

Several SCAQMD rules adopted to implement portions of the AQMP may apply to the Project. The Project may be subject to the following SCAQMD rules and regulations:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which may apply to the Project:

- Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.

[122] SCAQMD, CEQA Air Quality Handbook, November 1993.

[123] SCAQMD, Air Quality Modeling, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling. Accessed June 2021.

[124] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 06, 2005.

[125] SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.

[126] SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds. October 2006.

- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project:

- Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Rule 1121 – Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters: This rule specifies NO_X emission limits for natural gas-fired water heaters, with heat input rates less than 75,000 British thermal units (BTUs) per hour.
- Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

SCAQMD Global Warming and Stratospheric Ozone Depletion

SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990.[127] The policy commits SCAQMD to consider global impacts in rulemaking and in drafting

[127] SCAQMD, SCAQMD's Historical Activity on Climate Change, 2014, http://www.aqmd.gov/nav/about/initiatives/climate-change. Accessed June 2021.

revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:[128]

> Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
>
> Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
>
> Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
>
> Develop an emissions inventory and control strategy for methyl bromide; and
>
> Support the adoption of a California GHG emission reduction goal.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[129] On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is the Lead Agency. However, SCAQMD has not adopted a GHG significance threshold for land use development projects (e.g., mixed-use/commercial projects). A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[130] The aforementioned Working Group has been inactive since 2011, however, and SCAQMD has not formally adopted any GHG significance threshold for land use development projects.

Southern California Association of Governments

On September 3, 2020, the SCAG's Regional Council formally adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Connect SoCal, which is an update to the previous 2012-2035 RTP/SCS and 2016-2040 RTP/SCS. [131] Using growth forecasts and economic trends, both the 2016-2040 RTP/SCS and 2020–2045 RTP/SCS provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS describe how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in per capita transportation GHG emissions by 2020 and a 19 percent reduction in per capita transportation emissions by 2035 compared to the 2005 level on a per capita basis.[132] Compliance with and implementation of the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS policies and strategies would

[128] SCAQMD, CEQA Air Quality Handbook, April 1993, pages 3-7.

[129] SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, http://www3.aqmd.gov/hb/2008/December/0812ag.html. Accessed June 2021.

[130] SCAQMD, Greenhouse Gases CEQA Significance Thresholds, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds. Accessed June 2021.

[131] Southern California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), September 2020.

[132] SCAG, 2020-2045 RTP/SCS, September 2020.

have co-benefits of reducing per capita criteria air pollutant emissions (e.g. nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled (VMT).

The 2020-2045 RTP/SCS states that the SCAG region was home to approximately 18.8 million people in 2016 and included approximately 6.0 million homes and 8.4 million jobs.[133] By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with approximately 1.6 million more homes and 1.7 million more jobs. High Quality Transit Areas (HQTAs), which are defined by the 2020-2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, will account for 2.4 percent of regional total land, but are projected to accommodate 51 percent and 60 percent of future household growth respectively between 2016 and 2045.[134] Like the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS provide specific strategies for implementation. These strategies include supporting projects that encourage a diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.[135]

In addition, both the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS include strategies to promote active transportation, support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, more walkable and bikeable communities, that will result in improved air quality and public health, and reduced greenhouse gas emissions, and supports building physical infrastructure, regional greenways and first-last mile connections to transit, including to light rail and bus stations. The 2016-2040 RTP/SCS and 2020-2045 RTP/SCS align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification

[133] SCAG, 2020-2045 RTP/SCS Demographics and Growth Forecast Technical Report, September 2020.
[134] SCAG, 2016-2040 RTP/SCS, April 2016, pages 20, 75-77.
[135] SCAG, 2016-2040 RTP/SCS, April 2016, pages 170-181.

determinations in the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS and both demonstrate achievement of the GHG emission reduction targets established by CARB.[136,137]

Although there are GHG emission reduction targets for passenger vehicles set by CARB for 2045, the 2020-2045 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2045. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an additional 4.1-percent reduction in GHG from transportation-related sources in the ten years between 2035 and 2045, the 2020-2045 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[138]

1.6.4 Local

Burbank2035 General Plan

Local jurisdictions, such as the City of Burbank (City), have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City reviews project plans for consistency with environmental regulations and other conditions applicable to proposed development. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA, the City has the authority to obtain input from other local agencies and may consult with any person with special expertise relating to the project environmental impacts to assess air quality impacts of new development projects. If significant impacts are found, the City has the authority to require mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation measures.

The Burbank 2035 General Plan (City's General Plan) was adopted in 2013 to provide guidance for future development necessary to achieve the community's economic, physical as well as environmental goals through the year 2035. The City's General Plan provides an Air Quality and Climate Change Element that outlines goals and policies that is aimed to reduce both air pollution and greenhouse gas (GHG) emissions, and to protect the community from TACs and odors. In addition, the City's General Plan includes a Land Use Element that provides relevant aims and measures regarding air quality as it defines appropriate locations for different land uses including open space, parks, residences, commercial uses, industry, schools, and other public uses. Consistency with these goals and policies would assure that sensitive land uses such as homes and schools are not positioned near potentially harmful developments and land uses that could negatively affect public health. Lastly, the General Plan contains a Mobility Element with objectives and guidelines relevant to air quality as it outlines regulations regarding the future development of the city's transportation network with goals and policies geared to improve congestion, access to transit, and walkability. Being consistent with these goals and policies would

136 SCAG, 2025-2040 RTP/SCS, September 2020, pages 48-86.

137 CARB, Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination, June 2016.

138 SCAG, 2020-2045 RTP/SCS Public Health Technical Report, September 2020, page 53.

allow the project to reduce single occupancy vehicle trips and VMT, thus reducing air pollutants from mobile sources.

The City's General Plan also contains a number of policies aimed at improving air quality within the city. The City's General Plan was updated in 2013 to set forth objectives, policies, standards, and programs for land use and new development, including clean air goals. Applicable measures of the City's General Plan Air Quality and Climate Change Element are specified below as being the most current standards. These measures will be implemented in connection with development of the Airport.17

Goal 1: Reduction of Air Pollution

> ***Policy 1.3:*** Continue to participate in the Cities for Climate Protection Program, SCAQMD's Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable State and Federal air quality and climate change programs.
>
> ***Policy 1.5:*** Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.
>
> ***Policy 1.6:*** Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.
>
> ***Policy 1.9:*** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Goal 2: Sensitive Receptors

> ***Policy 2.1:*** Mitigate emissions from retail food grilling and barbequing (indoor and outdoor) through the use of industry-specific equipment.
>
> ***Policy 2.2:*** Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.
>
> ***Policy 2.3:*** Require businesses that cause air pollution to provide pollution control measures

Burbank 2035 General Plan Greenhouse Gas Reduction Plan

In accordance with Assembly Bill 32 and Executive Order S-03-05, the City of Burbank has adopted the Greenhouse Gas Reduction Plan (GGRP) in 2013 to implement the GHG policies found in the General Plan. The GGRP provides a baseline GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the General Plan's Air Quality and

Climate Change Element. The GGRP was adopted by the City along with the General Plan to address GHG emissions at a programmatic level. The process for establishing this programmatic approach included:

1. Establishing a baseline emissions inventory and projecting future emissions;
2. Identifying a citywide reduction target;
3. Preparing a plan to identify strategies and measures to meet the reduction target;
4. Identifying targets and reduction strategies in the Burbank2035 General Plan;
5. Monitoring the effectiveness of reduction measures;
6. Adapting the plan to changing conditions; and
7. Adopting the emissions reduction plan in a public process following environmental review.

The GGRP discusses that environmental review documents for development projects may incorporate the existing programmatic review in their cumulative impacts analysis. Environmental review documents prepared for projects may rely on the GHG analysis from the EIR certified for the General Plan and the GGRP to show consistency with the plans. Projects may identify applicable GGRP measures and describe how the project incorporates the measures. Measures that are not required by regulations must be incorporated by the project as mitigation measures. The City has a 2020 reduction target of 15 percent below 2010 levels and a 2030 reduction goal of 30 percent below 2010 levels. In order to reach these emissions targets, the City has implemented local actions and measures for: buildings and energy, transportation, water conservation, waste reduction, and municipal measures.

Building and Energy

E-1.1 Energy Efficiency in New Construction

E-1.5 Cool Roofs

E-1.7 Building Shade Trees

Transportation

T-1.1 Pedestrian Enhancements

T-1.4 Bicycle Infrastructure Expansion

Water Conservation

W-1.1 Water Conservation Programs

The City of Burbank has also adopted the CALGreen Code as the City's Green Building Code. The Green Building Code mandates new requirements for building planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and installer and special inspector qualifications

1.7 Environmental Setting

1.7.1 Regional Air Quality

The Project Site is located within the Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Air Basin, as it is a coastal plain with connecting broad valleys and low hills.

The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere. Thus, the greatest air pollution impacts throughout the Air Basin typically occur from June through September. This condition is generally attributed to the emissions occurring in the Air Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.

The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.[139] The worst air pollution conditions throughout the Air Basin typically occur from June through September.

Attainment Status

California Health and Safety Code section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table 4,** *South Coast Air Basin Attainment Status,* provides a summary of the attainment status for the Air Basin with respect to the federal and State standards. As shown in Table 4, the Air Basin is designated under federal or State ambient air quality standards as nonattainment for ozone, PM10, and fine particulate matter PM2.5. It is noteworthy to mention that air quality in the Air Basin has improved substantially over the years, primarily due to the impacts of air quality control programs at the federal, State and local levels. The ozone and particulate matter

[139] SCAQMD, Final 2016 Air Quality Management Plan (AQMP), March 2017.

levels have fallen significantly compared to the worst years and are expected to continue to trend downward in the future despite increases in the economy and population in the Air Basin.[140]

With respect to the State-identified criteria air pollutants (sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride) present in Table 4, the Project would either not use these pollutants in the day to day operations or during construction and therefore would not have emissions of those pollutants (hydrogen sulfide, vinyl chloride, and lead), or such emissions would be accounted for as part of the pollutants estimated in this analysis (visibility reducing particles are associated with particulate matter emissions, and sulfates are associated with SO_2). Vinyl chloride is used in the process of making polyvinyl chloride (PVC) plastic and vinyl products and is primarily emitted from industrial processes.[141] Vinyl chloride would not be emitted directly during operations or during construction; therefore, there would be no Project emissions of vinyl chloride. In addition, CARB determined there is not sufficient scientific evidence available to support the identification of a threshold exposure level for vinyl chloride, therefore, CARB does not monitor or make status designations for this pollutant.[142]

TABLE 4
SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	Federal Standards	California Standards
O_3 (1-hour standard)	N/A[a]	Non-attainment
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment	Non-attainment
Lead	Non-attainment (Partial, Los Angeles County)[b]	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A[c]

N/A = not applicable

[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

[b] Partial Nonattainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

[c] In 1990, CARB identified vinyl chloride as a TAC and determined that it does not have an identifiable threshold. Therefore, CARB does not monitor or make status designations for this pollutant.

SOURCE: USEPA, The Green Book Non-Attainment Areas for Criteria Air Pollutants, https://www.epa.gov/green-book; CARB, Area Designations Maps/State and National, http://www.arb.ca.gov/desig/adm/adm.htm. Accessed June 2021.

[140] SCAQMD, Final 2016 AQMP, page 1-6.

[141] CARB, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed February 21, 2021.

[142] CARB, Toxic Air Contaminant Board, Toxic Air Contaminant Identification List, https://www.arb.ca.gov/toxics/id/taclist.htm, last reviewed July 18, 2011. Accessed February 21, 2021.

Sources of Emissions

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point stationary sources, area stationary sources, on-road mobile sources, and off-road mobile sources. Point and area sources are the two major subcategories of stationary sources.[143] Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, and consumer products,), which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment).

1.7.2 Local Air Quality

Local Air Quality

Existing Criteria Pollutants Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The Project Site is located in SCAQMD SRA 7; therefore, the monitoring station most representative of the Project Site is the East San Fernando Valley monitoring station; however, this station was discontinued in 2014. The nearest active representative monitoring station is the West San Fernando Valley station (SRA 6). Therefore, 2016 and 2019 data came from the Reseda Monitoring Station located in SRA 6. Criteria pollutants monitored include ozone, NO_2, CO, and PM2.5. The Central Los Angeles Monitoring Station in SRA 1 was used to report data for SO_2, and PM10. The most recent data available from the SCAQMD for these monitoring stations are from years 2016 to 2019. The pollutant concentration data for these years are summarized in **Table 5**, *Ambient Air Quality Data.*

Toxic Air Contaminants

To date, the most comprehensive study on air toxics in the Air Basin is the Multiple Air Toxics Exposure Study (MATES-IV), conducted by the SCAQMD. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the average background cancer risk from carcinogenic air pollutants is approximately 1,205 in 1 million at the Project Site, compared to an average Air Basin-wide risk of approximately 1,023 in 1 million. Approximately 90 percent of the risk is from DPM.[144,145] The risk levels determined in the MATES-IV is approximately 65 percent lower than the risk levels in the previous MATES-III study, with DPM showing a reduction of approximately 70 percent.[146] The reductions were attributed to air quality control regulations and improved emission control technologies.

[143] SCAQMD, Final 2016 AQMP, page 3-32.

[144] SCAQMD, Final Report – Multiple Air Toxics Exposure Study in the South Coast SCAB, ES-2, 2-11, page 6-1, http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv. Accessed February 19, 2021.

[145] SCAQMD, Mates IV Estimated Risk, https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f. Accessed February 19, 2021.

[146] SCAQMD, Final Report – Multiple Air Toxics Exposure Study in the South Coast SCAB, ES-2, 2-11, 6-1.

TABLE 5
AMBIENT AIR QUALITY DATA

Pollutant/Standard	2016	2017	2018	2019
O_3 (1-hour)				
Maximum Concentration (ppm)	0.122	0.140	0.120	0.101
Days > CAAQS (0.09 ppm)	9	26	14	1
O_3 (8-hour)				
Maximum Concentration (ppm)	0.098	0.114	0.101	0.087
4th High 8-hour Concentration (ppm)	0.086	0.095	0.094	0.075
Days > CAAQS (0.070 ppm)	23	64	49	6
Days > NAAQS (0.075 ppm)	23	44	23	4
NO_2 (1-hour)				
Maximum Concentration (ppm)	0.056	0.063	0.057	0.064
98th Percentile Concentration (ppm)	0.046	0.054	0.050	0.044
NO_2 (Annual)				
Annual Arithmetic Mean (0.030 ppm)	0.013	0.013	0.012	0.011
CO (1-hour)				
Maximum Concentration (ppm)	2.4	3.0	3.4	2.6
CO (8-hour)				
Maximum Concentration (ppm)	1.9	2.5	2.1	2.2
SO_2 (1-hour)	0.013			
Maximum Concentration (ppm)	0.003	0.006	0.018	0.010
99th Percentile Concentration (ppm)		0.003	0.003	0.002
PM10 (24-hour)				
Maximum Concentration (µg/m^3)	67.0	96	81	62
Samples > CAAQS (50 µg/m^3)	18	41	31	3
Samples > NAAQS (150 µg/m^3)	0	0	0	0
PM10 (Annual Average)				
Annual Arithmetic Mean (20 µg/m^3)	32.4	34.4	31.1	25.5
PM2.5 (24-hour)				
Maximum Concentration (µg/m^3)	30.1	35.20	31.00	30.00
98th Percentile Concentration (µg/m^3)	24.6	20.70	22.60	26.30
Samples > NAAQS (35 µg/m^3)	0	0	0	0
PM2.5 (Annual)				
Annual Arithmetic Mean (12 µg/m^3)	9.2	9.70	10.32	9.16

[a] ppm = parts per million; µg/m^3 = micrograms per cubic meter

[b] The monitoring station most representative of the Project Site is the East San Fernando Valley monitoring station; however, this station was discontinued in 2014. West San Fernando Valley station was used to establish ambient CO, ozone, NO_2, and PM2.5 levels. Since SO_2, and PM10 data were not available at the West San Fernando Valley station, the monitoring data collected at the station Central Los Angeles monitoring station were used. The most recent data available from SCAQMD for these two monitoring stations are from years 2016 to 2019.

[c] CAAQS are based on a not to exceed standard. NAAQS are based on a 3-year average of the annual 4th highest daily maximum 8-hour concentration for ozone; 98th percentile of 1-hour daily maximum concentrations averaged over 3 years for 1-hr NO_2; and not to be exceeded more than once per year on average over 3 years for 24-hr PM.

[d] State annual average (AAM) PM10 standard is > 20 µg/m^3. Federal annual PM10 standard (AAM > 50 µg/m3) was revoked in 2006.

[e] Both Federal and State standards are annual average (AAM) > 12.0 µg/m^3.

SOURCE: SCAQMD, Historical Data by Year, **Error! Hyperlink reference not valid.**www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year; Accessed June 2021.

Sensitive Receptors and Locations

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. As a result, certain land uses that are occupied by these population groups, such as residences, hospitals and schools, are considered to be air quality-sensitive land uses. Sensitive receptors in the vicinity of the Project Site consist mostly of single-family residences to the south, east, multi-family residences to the north and west, and an elementary school to the east. The nearest sensitive receptor is located approximately 0.13 miles (approximately 700 feet) south of the Project Site. All other air quality-sensitive uses are located at greater distances from the Project Site and would experience lower air pollutant impacts from potential sources of pollutants from the Project Site due to atmospheric dispersion effects.

1.7.3 Greenhouse Gases

Global Emissions Inventory

Global GHG estimates are based on country inventories developed as part of programs of the United Nations Framework Convention on Climate Change (UNFCCC). Worldwide man-made emissions of GHGs were approximately 49 billion metric tons CO_2e in 2010, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation). Emissions of CO_2, primarily from fossil fuel use and industrial processes, account for 76 percent of total GHG (CO_2e) emissions. Methane emissions account for 16 percent and N_2O emissions for 6.2 percent. For comparison, worldwide emissions of GHGs in 1970 were 27 billion metric tons of CO_2e per year.[147]

United States Emissions Inventory

In 2018, the United States emitted about 6,677 MMT of CO_2e, with 75.4 percent of those emissions coming from fossil fuel combustion. Of the major sectors nationwide, transportation accounts for the highest amount of GHG emissions (approximately 28 percent), followed by electricity (27 percent), industry (22 percent), agriculture (10 percent), commercial and residential buildings (12 percent). Between 1990 and 2018, total US GHG emissions rose by 3.7 percent, but emissions have generally decreased since peaking in 2005. GHG emissions in 2018 are approximately 10 percent below 2005 levels. Since 1990, US emissions have increased at an average annual rate of 0.2 percent, however have been decreasing at an average annual rate of 0.7 percent since 2005.

[147] IPCC, Climate Change 2014: Synthesis Report, Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, Summary for Policy Makers, 2014, page 5, http://ipcc.ch/report/ar5/syr/. Accessed June 2021.

California Greenhouse Gas Emissions Inventory

CARB compiles GHG inventories for the State of California. Based on the year 2018 GHG inventory data (the latest year for which data are available), California emitted 425.3 $MMTCO_2e$ which includes emissions resulting from imported electrical power.[148] Between 1990 and 2018, the population of California grew by approximately 9.7 million (from 29.8 to 39.5 million).[149,150] This represents an increase of approximately 33 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $773 billion in 1990 to $2.99 trillion in 2018, representing an increase of almost four times the 1990 gross state product.[151] Despite the population and economic growth, California's net GHG emissions were reduced to below 1990 levels in 2016. According to CARB, the declining trend coupled with the state's GHG reduction programs (such as the Renewables Portfolio Standard, LCFS, vehicle efficiency standards, and declining caps under the Cap and Trade Program) demonstrate that California is on track to meet the 2020 GHG reduction target codified in HSC, Division 25.5, also known as AB 32 and amended by SB 32.[152].

148 CARB, Current California GHG Emission Inventory Data - 2000-2018 GHG Inventory (2020 Edition).

149 United States Census Bureau, National and State Population Estimates: 1990-1994, 1995; 2019 National and State Population Estimates.

150 California Department of Finance, American Community Survey, 2017, http://www.dof.ca.gov/Reports/Demographic_Reports/American_Community_Survey/documents/Web_ACS2017_Pop-Race.xlsx. Accessed June 2021.

151 California Department of Finance, Gross State Product, http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/documents/CA_GDP.xlsx. Accessed June 2021. Amounts are based on current dollars as of the date of the report (February 2021).

152 CARB, Frequently Asked Questions for the 2016 Edition California Greenhouse Gas Emission Inventory, 2016.

SECTION 2
Thresholds of Significance

The significance thresholds below are derived from the Environmental Checklist questions in Appendix G of the CEQA Guidelines. Accordingly, a significant impact associated with air quality would occur based on the following thresholds described below:

- **AIR-1:** Conflict with or obstruct implementation of the applicable air quality plan;
- **AIR-2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- **AIR-3:** Expose sensitive receptors to substantial pollutant concentrations; or
- **AIR-4:** Result in other emissions (such as those leading to odors) affecting a substantial number of people.

A significant impact associated with GHG emissions would occur based on the following thresholds described below:

- **GHG-1:** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- **GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

In addition to the Appendix G significant impacts listed above, cumulative impacts with respect to air quality, GHGs, and Energy are also addressed as part of the analysis.

Pursuant to CEQA Guidelines Section 15064.7, a lead agency may consider using, when available, significance thresholds established by the applicable air quality management district or air pollution control district when making determinations of significance. For purposes of this analysis, the potential air quality impacts of the project are assessed in accordance with the most recent thresholds adopted by the SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent SCAQMD guidance, as discussed below.[153]

[153] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, project construction and operation would not include sources of lead emissions and would not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from projects. As a result, lead emissions are not further evaluated.

2.1 Regional Criteria Air Pollutant Emissions Thresholds

SCAQMD has established numerical significance thresholds for regional emissions during construction and operation. The numerical significance thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[154]

Given that construction impacts are temporary, SCAQMD has established significance thresholds specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Analysis Handbook,[155] the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[156]

75 pounds a day for VOC

100 pounds per day for NO_X

550 pounds per day for CO

150 pounds per day for SO_X

150 pounds per day for PM10

55 pounds per day for PM2.5

SCAQMD has also established numeric significance thresholds for operations. SCAQMD has established significance thresholds in part based on CAA section 182(e), which identifies 10 tons per year of VOC and NO_X as a significance level for stationary source emissions in extreme non-attainment areas for ozone. The numeric significance thresholds for other pollutants are also based on federal major source thresholds, which vary depending on regional attainment status. For example, the Air Basin is in attainment for carbon monoxide, which yields a corresponding major source threshold of 100 tons per year, or 550 pounds per day.[157] These "major source" significance thresholds were developed under the Federal Title V Operating Permit Program.[158] SCAQMD converted these significance levels to pounds per day. The attainment status designation is based

[154] SCAQMD, CEQA Air Quality Handbook.

[155] SCAQMD, Air Quality Analysis Handbook. www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. Accessed February 19, 2021.

[156] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised 2019, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed February 19, 2021.

[157] USEPA, Title V Operating Permits, https://www.epa.gov/title-v-operating-permits/who-has-obtain-title-v-permit. Accessed February 19, 2021.

[158] SCAQMD, What is Title V?, http://www.aqmd.gov/home/permits/title-v/what-is-title-v-. Accessed February 19, 2021.

on the healthfulness of air quality and the corresponding significance thresholds are intended to be health protective.[159]

A similar approach is applied to PM2.5, where the daily limit of 55 pounds per day is based on the USEPA proposed rule to implement a PM2.5 NAAQS, with a significant emission rate of 10 tons per year.[160]

The Project would potentially cause or contribute to an exceedance of an ambient air quality standard if regional operational emissions exceed any of the following SCAQMD prescribed daily emissions thresholds:[161]

55 pounds a day for VOC,

55 pounds per day for $NO_{X,}$

550 pounds per day for CO,

150 pounds per day for $SO_{X,}$

150 pounds per day for PM10, and

55 pounds per day for PM2.5.

SCAQMD has set its CEQA significance threshold for NO_X and VOC at 10 tons per year (expressed as 55 lb/day). because the federal CAA defines a major stationary source for extreme ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year.[162] Under the federal CAA, such sources are subject to enhanced control requirements,[163] so SCAQMD determined that 55 lb/day was an appropriate threshold for making a CEQA significance finding and requiring feasible mitigation. As, SCAQMD has stated:

> *"… a project source that emits 10 tons/year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO_X with specific health impacts from ozone."*[164]

Therefore, lead agencies that use SCAQMD thresholds of significance may determine that projects have a significant air quality impact and correspondingly are required to implement all feasible mitigation measures, yet are not able to correlate the project impact to quantifiable health effects.

[159] CARB, Air Quality Standards and Area Designations, https://www.arb.ca.gov/desig/desig.htm. Accessed February 19, 2021.

[160] SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

[161] SCAQMD, SCAQMD Air Quality Significance Thresholds.

[162] 42 U.S.C. §§ 75lla(e), 7511a(f); CAA §§ 182(e), 182(f)

[163] 42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173

[164] SCAQMD, Amicus Brief in Support of Neither Party, *Sierra Club v. County of Fresno*, 2015.

2.2 Localized Significance Thresholds

SCAQMD published its Final Localized Significance Threshold Methodology in June 2003, (revised July 2008) and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds in October 2006, recommending that all air quality analyses include a localized assessment of both construction and operational impacts on the air quality of nearby air quality sensitive receptors.[165,166] LSTs represent the maximum emissions from a Project Site that are not expected to result in an exceedance of a NAAQS or CAAQS. LSTs are based on the ambient concentrations of that pollutant within the SRA where a project is located and the distance to the nearest air quality sensitive receptor. LSTs are only applicable to the following criteria air pollutants: NO_X, CO, PM10, and PM2.5. As previously stated, the Project Site is located in the northern portion of SRA 7 (East San Fernando Valley) with the nearest sensitive receptor located approximately 200 meters south of the Project Site.[167]

The Basin is in attainment for NO_2 and CO, meaning their ambient concentrations are below their respective air quality standards. When evaluating localized impacts for NO_2 and CO, the local ambient concentrations and the Project related concentrations are summed and then compared to the NAAQS and CAAQS. If the sum of the ambient concentrations and Project concentrations are greater than the air quality standard, this would result in a significant impact.

The Basin is in nonattainment for PM10 and PM2.5, meaning their ambient concentrations are above their respective air quality standards. If ambient levels already exceed a NAAQS or CAAQS, then project impacts may be considered significant if they increase ambient concentrations in excess of the allowable increase established by SCAQMD. This would apply to PM10 and PM2.5, both of which are nonattainment pollutants in the Basin. For these latter two pollutants, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu g/m^3$ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to non-aggregate handling operational activities.

The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. This analysis uses the screening criteria to evaluate impacts from localized emissions. If the Project would result in exceedance of the following screening criteria LSTs for the above pollutants, this would constitute a significant impact, unless dispersion modeling demonstrates no exceedance of the concentration based standards.

[165] SCAQMD, Final Localized Significance Threshold Methodology, June 2003, revised July 2008.

[166] SCAQMD, Final Localized Significance Threshold Methodology, June 2003, revised July 2008.

[167] SCAQMD, Map of Monitoring Areas, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf. Accessed February 19, 2021.

Construction:[168]

- 144 pounds per day for NO_X[169]
- 2,786 pounds per day for CO
- 62 pounds per day for PM10
- 21 pounds per day for PM2.5

Operation:[170]

- 144 pounds per day for NO_X[171]
- 2,786 pounds per day for CO
- 15 pounds per day for PM10
- 5 pound per day for PM2.5

2.3 Toxic Air Contaminants

Based on criteria set forth by the SCAQMD, the project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following were to occur:[172]

> The Project would emit carcinogenic materials or TACs that exceed the maximum incremental cancer risk of 10 in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

2.4 CO Hotspots

Emissions of CO are generated in greatest quantities from motor vehicle combustion of fossil fuels, and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots.

168 SCAQMD, Appendix C - Mass Rate LST Look-up Table, 2009, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed February 19, 2021.

169 The screening criteria for NOx were developed based on the 1-hour NO_2 CAAQS of 0.18 ppm. However, since the publication of the SCAQMD's guidance, the USEPA has promulgated a 1-hour NO_2 NAAQS of 0.100 ppm based on a 98th percentile value, which is more stringent than the CAAQS. In order to determine if Project emissions would result in an exceedance of the 1 hour NO_2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO_2 standard, as the SCAQMD significance threshold has not been updated to reflect this standard. Calculated by scaling the NO_2 LST for by the ratio of 1-hour NO_2 standards (federal/state) (i.e., 221 lb/day * (0.10/0.18) =123 lb/day).

170 SCAQMD, Appendix C - Mass Rate LST Look-up Table.

171 The screening criteria for NOx were developed based on the 1-hour NO_2 CAAQS of 0.18 ppm. However, since the publication of the SCAQMD's guidance, the USEPA has promulgated a 1-hour NO_2 NAAQS of 0.100 ppm based on a 98th percentile value, which is more stringent than the CAAQS. In order to determine if Project emissions would result in an exceedance of the 1 hour NO_2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO2 standard, as the SCAQMD significance threshold has not been updated to reflect this standard. Calculated by scaling the NO_2 LST for by the ratio of 1-hour NO_2 standards (federal/state)(i.e., 221 lb/day * (0.10/0.18) =123 lb/day).

172 SCAQMD, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants), (1993); SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 19, 2021.

The potential for the Project to cause or contribute to the formation of offsite CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the SCAB that has been conducted by SCAQMD for its CO Attainment Demonstration Plan in the AQMP. SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the SCAB that include: Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; La Cienega Boulevard and Century Boulevard; and Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate (I) 405 in Westwood. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (1-hour average) and 3.2 (8-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing background CO concentrations, the screening values would be 7.6 ppm (1-hour average) and 5.6 ppm (8-hour average). Project-impacted intersections with peak-hour traffic volumes that are lower than the intersections modeled by SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its AQMP.

With respect to the formation of CO hotspots, the Project would be considered significant if the following would occur:

> The Project would cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively.

Based on the SCAQMD's 2003 AQMP CO hotspot analysis as discussed above, a screening level of 100,000 vehicles per day through an intersection would result in less than significant localized CO impacts. Therefore, any intersection that does not exceed 100,000 vehicles per day would not have the potential to exceed the CAAQS.

2.5 Health Impacts

In *Sierra Club v. County of Fresno* (S219783) (Sierra Club) the Supreme Court held that CEQA requires lead agencies to either (i) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (ii) explain why such an analysis is infeasible (6 Cal.5th at 1165-66). However, the Court also clarified that that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis … to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure (*Sierra Club v. County of Fresno*. 6 Cal.5th 502, 517-522 (2018))."

USEPA and CARB have established AAQS at levels above which concentrations could be harmful to human health and welfare, with an adequate margin of safety. Further, California air districts, like SCAQMD, have established emission-based thresholds that provide project-level estimates of criteria air pollutant quantities that air basins can accommodate without affecting the attainment

dates for the AAQS, and therefore, providing thresholds of significance for regional and localized air quality impacts from both construction and operation of projects. SCAQMD thresholds take into account that the Air Basin is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare.[173]

Typically, the health effect of a particular criteria pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the NAAQS. As shown by the attainment plan emissions data, it takes a large amount of additional precursor emissions to demonstrate a modeled increase in ambient levels over an entire region. Because air districts' attainment plans and supporting air model tools are regional in nature, they are not typically used to evaluate the impacts to ambient concentrations of criteria air pollutants, or to correlate those impacts to the potential resultant impacts to public health effects, from an individual project. The complex nature of criteria air pollutant dispersion and the complex atmospheric chemistry that occurs (especially in the case of ozone and fine particulate matter) limits the usefulness of applying the available models to predict health effects at a project-level. Therefore, correlating a project's criteria air pollutant emissions to specific health effects, particularly with respect to ozone, is speculative.

Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

Writing as amicus curiae in Sierra Club, the San Joaquin Valley Air Pollution Control District (SJVAPCD) explained that "[r]unning the photochemical grid model used for predicting ozone attainment with emissions solely from one project would thus not be likely to yield valid information given the relative scale involved".[174] Ozone is not directly emitted into the air, but is instead formed as ozone precursors undergo complex chemical reactions through sunlight

[173] SCAQMD, SCAQMD Air Quality Significance Thresholds.

[174] SJVAPCD. 2015. Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

exposure.[175] Given the complex nature of this process, and the fact that ozone can be transported by wind over long distances, "a specific tonnage amount of NOx or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area".[176] For this reason, the photochemical analysis for ozone is done on a regional scale, and it is inappropriate to analyze ozone impacts at a local or project-level basis because a localized analysis would at most be speculative, and at worst be misleading.

Speculative analysis is not required by CEQA. The SJVAPCD stated that even a project with criteria pollutant emissions above its CEQA thresholds does not necessarily cause localized human health effects as, even with relatively high levels of emissions, the SJVAPCD cannot determine "whether and to what extent emissions from an individual project directly impact human health in a particular area".[177] The SCAQMD also, as amicus curiae in Sierra Club, made similar points, reiterating that "an agency should not be required to perform analyses that do not produce reliable or meaningful results".[178] With regard to particulate matter, the SCAQMD noted that while the CARB has created a methodology to predict expected mortality from large amount of PM2.5, the primary author of the methodology has reported that it "may yield unreliable results due to various uncertainties" and CARB staff has been directed by its Governing Board to reassess and improve it, which factor "also counsels against setting any hard-and-fast rule" about conducting this type of analysis.[179] SCAQMD agrees that it is very difficult to quantify health effects, opining that the only possible means of successfully doing so is for a project so large that emissions would essentially equate to levels comparable to all combined regional emission increases.[180] Because the Project would not emit that magnitude of daily emissions, the usage of photochemical modeling to determine specific health effects of this individual project is not warranted.

The mass emissions thresholds developed by the SCAQMD and used by CEQA lead agencies throughout the SCAQMD to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards.

175 San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

176 SJVAPCD, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

177 SJVAPCD, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

178 SCAQMD, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

179 SCAQMD, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

180 SCAQMD, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on ozone and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the Air Basin. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

As an example of the relationship between modeled regional mass emissions and modeled air basin pollutant concentrations, the most recent EPA-approved SCAQMD basin-wide emissions inventory shows VOC emissions at 162.4 tons per day and NOx emissions at 293.1 tons per day for the baseline year of 2012.[181] SCAQMD's AQMP shows that reducing the baseline 2008 NO_X and VOC emissions by 432 tons per day and 187 tons per day respectively, would only reduce ozone levels at the monitor stations with the greatest ozone concentrations by 9 parts per billion (ppb).[182] Additionally, SCAQMD modeling that accounts for increases in emissions due to new or modified sources within the SCAQMD between 2010 and 2030 show an increase of 6,620 pounds per day of NOx and 89,947 pounds per day of VOC. The results of this analysis show that this level of daily pollutant increase would only increase ozone concentrations in the Air Basin by 2.6 ppb and less than 1 ppb of NO_2.[183]

Currently, the health impact of a particular criteria air pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the NAAQS. Such an analysis has generally not been performed at the project level. The SCAQMD states that an exceedance of the significance thresholds does not necessarily cause localized human health effects as, even with relatively high levels of emissions. However, the Air Basin is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare. Therefore, analyzing a project against these thresholds conservatively assesses whether these emissions directly contribute to regional or local exceedances of AAQS and assesses their potential to be harmful to human health. Thus, in order to determine the potential for adverse health effects, project emissions are compared to the SCAQMD's regional emissions thresholds of significance.

2.6 Greenhouse Gas

Amendments to Section 15064.4 of the CEQA Guidelines were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA

[181] SCAQMD, Final 2016 AQMP.

[182] SCAQMD, Final 2012 Air Quality Management Plan. February 2013, http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/aqmp-archive. Accessed February 21, 2021.

[183] SCAQMD, Final Program Environmental Assessment for Re-Adoption of Proposed Rule 1315, page 1-11, https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/aqmd-projects---year-2011/re-adoption-of-proposed-rule-1315. Accessed February 21, 2021.

practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., 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 extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)). The California Natural Resources Agency has also clarified that the State CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).

Although GHG emissions can be quantified as discussed under Methodology below, CARB, SCAQMD, and the City of Burbank have not adopted project-level significance thresholds for GHG emissions that would be applicable to the project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."69 Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less-than-significant level as a means to avoid or substantially reduce the cumulative impact of a project."[184]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[185] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[186] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."[187] Thus, CEQA Guidelines Section

[184] Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).
[185] 14 CCR § 15064(h)(3).
[186] 14 CCR § 15064(h)(3).
[187] 14 CCR § 15064(h)(3).

15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.[188]

In the absence of any adopted, quantitative threshold, the project would not have a significant effect on the environment if the project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, and the City's General Plan, Greenhouse Gas Reduction Plan and Green Building Code.

[188] See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ABR's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/yr significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SHC No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (August 2015).

SECTION 3
Impact Analysis

3.1 Methodology

The evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project is discussed below.

3.1.1 Construction Impacts

Regional Construction Emissions

Project construction activities that would have the potential to create regional air quality impacts including vehicle trips generated by construction workers, vendor trucks, and haul trucks traveling to and from the Project Site and building activities such as the application of paint and other surface coatings. The Project's daily regional criteria pollutant emissions during construction have been estimated by assuming a conservative scenario for construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors.

The emissions have been estimated using the CalEEMod software, an emissions inventory software program recommended by the SCAQMD for off-road construction equipment emissions.[189] On-road mobile source emissions were estimated using the 2021 CARB on-road vehicle emissions factor model (EMFAC).

Project construction is estimated to start in July 2022 and continue for approximately 41 months, ending in December 2025. Construction phasing would include site preparation, demolition, grading, excavation, utilities installation, concrete pouring, building construction, landscaping, paving, architectural coating, and off-site construction. The Project is anticipated to export approximately 7,500 cubic yards (cy) of demolition debris and approximately 22,000 cy of soil. Worker and vendor deliveries vary by phase with a maximum of 200 worker vehicles and 44 vendor trucks accessing the site daily.

[189] CalEEMod was developed in collaboration with the air districts of California and is recommended by SCAQMD for evaluating GHG emissions for projects under CEQA. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. According to CAPCOA, the model is an established, accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

The input values used in this analysis are based on CalEEMod default information and applicant provided. Haul, vendor and worker trips are based on CalEEMod default estimates based on equipment use.

Emissions from Project construction activities were estimated based on the construction phase in which the activity would be occurring. The maximum daily emissions estimate the worst-case day and do not represent the emissions that would occur for every day of Project construction. The maximum daily emissions are compared to SCAQMD daily regional thresholds of significance. Emissions calculations and modeling output are included in Appendix A of this technical report.

Localized Construction Emissions

Project construction activities that would have the potential to create local air quality impacts including fugitive dust from demolition, grading, and building activities such as the application of paint and other surface coatings. The localized effects from the on-site portion of the Project's construction emissions were evaluated at the nearby sensitive receptor locations that would be potentially impacted by Project construction in accordance with the SCAQMD's *Final Localized Significance Threshold Methodology* (June 2003, revised July 2008). The localized significance thresholds only address NO_X, CO, PM10, and PM2.5 emissions. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without the need for Project-specific dispersion modeling. The localized analysis for the Project is based on this SCAQMD screening criteria. The maximum daily onsite emissions from construction of the Project were compared to these screening criteria. To provide a conservative assessment of localized construction and operational emissions, the screening criteria used in the analysis were based on those applicable to a 2-acre sites, in the East San Fernando Valley Source-Receptor Area with sensitive receptors located approximately 200 meters (approximately 656 feet) from the Project Site. The maximum daily emissions from construction of the Project were compared to these screening criteria. Emissions calculations and modeling output are included in Appendix A of this technical report.

Greenhouse Gas Emissions

The evaluation of potential impacts to GHG emissions that may result from the construction of the Project is consistent with CEQA Guidelines Section 15064.4(a) and recent related guidance from OPR. This analysis considered GHG emissions resulting from construction activities associated with the Project as detailed under Regional Construction Emissions above. Because potential impacts resulting from GHG emissions would be long-term rather than acute, GHG emissions were calculated on an annual basis. In accordance with SCAQMD guidance, GHG emissions from construction have been amortized (i.e., averaged annually) over the lifetime of the project. SCAQMD defines the lifetime of a project as 30 years. Therefore, the Project's total construction GHG emissions are divided by 30 to determine an annual construction emissions estimate comparable to operational emissions.

GHG quantification methods rely on guidance from State and regional agencies with scientific expertise in quantifying GHG emissions, including CARB and SCAQMD. Along with the air

quality emissions, GHG emissions were estimated using CalEEMod Version 2020.4.0 for off-road construction equipment and Safe Rule adjusted EMFAC emissions for on-road vehicles as detailed above. Emissions calculations and modeling output are included in Appendix A of this technical report.

3.1.2 Operational Impacts

Regional Operational Emissions

Operation of the Project would generate criteria pollutant emissions from Project-generated vehicles trips traveling to and from the Project Site, energy sources on-site such as natural gas combustion, area sources such as landscaping equipment and use of consumer products including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies and kitchen aerosols. Operational impacts were assessed for the first full Project buildout year (i.e., as early as 2026 assuming construction begins at the earliest possible time anticipated in the July of 2022).

The operational emissions are also estimated using the CalEEMod software. CalEEMod was used to forecast the Project's daily regional emissions from area sources that would occur during long-term Project operations. Mobile source emissions are estimated based on EMFAC2021 model. Mobile source emissions are based on the vehicle emission factors from EMFAC2021 and the trip length values for the Project's land uses specified in CalEEMod, which represents the County-wide average trip distance. Daily trip generation estimates from the Project's Transportation Study, provided in Appendix L of the Sustainable Communities Environmental Assessment (SCEA), were used to estimate the total VMT for existing conditions and the Project.[190]

Area source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod were based on the California Energy Commission California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone. However, since the data from the CEUS is from 2002, correction factors were incorporated into CalEEMod to account for the most recent 2019 Title 24 Building Energy Efficiency Standards that would be applicable to the Project.

Localized Operational Emissions

The localized effects from the onsite portion of the operational emissions are evaluated at nearby sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which relies on on-site mass emission rate screening tables and project-specific dispersion modeling, where appropriate. Similar to construction, the SCAQMD LST screening criteria used in the analysis were based on a 2-acre site, in the East San Fernando Valley Source-Receptor Area with sensitive receptors located approximately 200 meters (approximately 656 feet) from the Project Site.

[190] Gibson Transportation Consulting, Inc., 2311 N. Hollywood Way Mixed-Use Transportation, 2021.

Carbon Monoxide Hotspots

The greatest quantities of CO are produced from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed State and/or federal standards are termed "CO hotspots."

As shown previously in Table 5, CO levels in the Project area are substantially below the federal and State standards. Maximum CO levels in recent years are 3.0 ppm or less (one-hour average) and 2.5 ppm or less (eight-hour average) compared to the thresholds of 20 ppm (one-hour average) and 9.0 ppm (eight-hour average). CO levels decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in the 2003 AQMP (Table 4-10 of Appendix V) shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing background CO concentrations, the screening values would be 6.6 ppm (one-hour average) and 4.6 ppm (eight-hour average).

Average daily traffic counts were provided for the Project area. Significance is determined by comparing the average daily traffic counts at each intersection from the cumulative plus project scenario to the 100,000 vehicle per day screening level identified above. If the Project results in less than 100,000 vehicles per day at any intersection, it is assumed the Project would not result in a CO hotspot.

Greenhouse Gas Emissions

Operation of the Project would generate GHG emissions from on-site operations such as natural gas combustion for heating/cooking, landscaping equipment and the use of consumer products. CalEEMod was used to estimate operational GHG emissions from electricity, natural gas, solid waste, water and wastewater, and landscaping equipment. GHG emissions would also be generated by Project-generated vehicle trips. Operational impacts were assessed for the full Project buildout year of 2026.

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on

specific square footage of the residential and commercial uses, as well as predicted water supply needs for these uses. Electricity-related GHG emissions are based on the maximum electricity demand for the Project and CO_2 intensity factors for Burbank Water and Power (BWP), which is the local electricity provider for the Project Site. CalEEMod default intensity factors for CO_2, CH_4, and N_2O for SCE were used to calculate an overall CO_2e intensity factor. Building electricity and natural gas usage rates were adjusted to account for the 2019 Title 24 Building Energy Efficiency Standards.

Mobile emissions were estimated based on emission factors from EMFAC along with VMT daily trip values generated from the provided traffic information to estimate on-road mobile source GHG emissions, as described above.

GHG emissions from solid waste disposal are also calculated using CalEEMod. Emissions are based on solid waste calculated for the Project and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery) are statewide averages and are used in this assessment. In addition, it was assumed 25 percent of solid waste will be diverted from landfills.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions were calculated using CalEEMod and were based on the water usage rate for the land uses, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the emission factors for the wastewater treatment process. Water consumption and wastewater generation were based on CalEEMod defaults.

Other sources of GHG emissions from operation of the Project include equipment used to maintain landscaping, such as lawnmowers and trimmers. The CalEEMod software uses landscaping equipment GHG emission factors from the CARB OFFROAD model and the CARB Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003). CalEEMod default emission rates were used in calculating GHG emissions from these additional sources.

Operational GHG impacts are assessed based on the Project-related incremental increase in GHG emissions compared to baseline conditions. Baseline for the Project is the year 2021 when the existing use closed.

Consistency with Greenhouse Gas Reduction Plan, Policies, and Actions

The Project's GHG emissions were evaluated by assessing the Project's consistency with applicable GHG reduction strategies and actions adopted by the State and City. As discussed previously, the City has adopted strategies and polices to reduce GHG emissions in the City's General Plan and GGRP. The GGRP meets CEQA Guidelines Section 15183.5 through the Project's buildout year of 2026, which means that Project-specific environmental documents that

incorporate applicable GGRP actions may "tier off" the EIR certified for the Burbank 2035 General Plan and GGRP to meet project-level CEQA evaluation requirements for GHG emissions. Projects that demonstrate consistency with applicable GGRP actions can be determined to have a less than significant cumulative impact on GHG emissions and climate change (notwithstanding substantial evidence that warrants a more detailed review of project-level GHG emissions).

In addition, the California CAT Report provides recommendations for specific emission reduction strategies for reducing GHG emissions and reaching the targets established in AB 32 and Executive Order S-3-05. Thus, if the Project is designed in accordance with these policies and regulations, it would result in a less than significant impact, because it would be consistent with the overarching State regulations on GHG reduction (AB 32).

3.1.4 Cumulative Impacts

Air Quality

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or California non-attainment pollutant. Because the City Burbank portion of the Air Basin is currently in non-attainment for ozone, PM10, and PM2.5, cumulative projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, Section 15064(h)(3) of the CEQA Guidelines provides guidance in determining the significance of cumulative impacts as detailed under the construction analysis above.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD's adopted AQMP.

Nonetheless, SCAQMD no longer recommends relying solely upon consistency with the AQMP as an appropriate methodology for assessing cumulative air quality impacts. The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. Operational air quality impacts are therefore assessed based on the incremental increase in emissions compared to baseline conditions. Under CEQA, the baseline environmental setting is established at or around the time that the Notice of Preparation for the Project was published. As discussed previously, the Project Site is currently occupied by a large commercial building, surface parking, and ornamental landscaping. Baseline emissions for these existing uses were calculated and subtracted from the Project emissions to demonstrate the increase from baseline conditions. The maximum daily emissions net emissions from operation of the Project are compared to the SCAQMD daily regional numeric thresholds.

Greenhouse Gas

CEQA requires that lead agencies consider the cumulative impacts of GHG emissions from even relatively small (on a global basis) increases in GHG emissions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. In the case of global climate

change, the proximity of the Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. As stated above, GHG emission impacts are, by their very nature cumulative, as both the California Natural Resources Agency and CAPCOA have recognized.[191] Therefore, an analysis of a project's GHG emission impacts also serves as a cumulative impact assessment.

3.2 Air Quality Impacts

Threshold AIR-1 Conflict with or obstruct implementation of the applicable air quality plan.

Impact AIR-1

Implementation of the Project would not conflict with or obstruct implementation of the applicable air quality plan. (Less than Significant).

The Project is located within the Air Basin, which is under the jurisdiction of the SCAQMD. As such, SCAQMD's 2016 AQMP is the applicable air quality plan for the Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

Construction

The Project would result in an increase in short-term employment compared to existing conditions. Also, construction employees are typically employees of the construction firm and are not hired specifically for any one construction job. Being temporary in nature, construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with applicability to short-term emissions from construction activities include strategies denoted in the 2016 AQMP as MOB-08 and MOB-10 and are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. Construction contractors would be required to comply with the CARB Air Toxic Control Measure that limits heavy duty diesel motor vehicle idling to no more than five minutes at any given location with certain limited exceptions defined in the regulation for equipment in which idling is integral to the function of the equipment or activity (such as concrete trucks and concrete pouring). In addition, contractors would be required to comply with required and applicable BACT and the CARB In-Use Off-Road Diesel Vehicle Regulation to use lower emitting equipment in accordance with the phased-in compliance schedule for equipment fleet operators. The Project would not conflict with implementation of these strategies. The Project is

[191] CAPCOA, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008.

also required to comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403. Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities.

As discussed further below in the analysis for Impact AIR-2, in addition to the Project being consistent with applicable strategies in the AQMP, local and state regulations, and other voluntary measures designed to reduce non-attainment pollutants, regional emissions during construction of the Project would not exceed the significance threshold for any criteria pollutants. Therefore, impacts related to consistency with air quality plans during construction of the Project would be less than significant.

Operation

The AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP. The Project would include a multi-family residential uses.

The Project would generate direct growth through the introduction of new housing units on the Project Site that currently has no residential uses. The Project's estimated residential population would be approximately 2,121 residents (based on a net 862 dwelling units and an average 2.46 persons per housing unit for the City).[192] Therefore, the Project would comprise approximately 13.7 percent of SCAG's total population increase for the City between 2012 and 2040. The Project's estimated 2,121 residents would comprise less than 2 percent of SCAG's estimated population growth by 2045. The Project's proposed 862 housing units would comprise approximately 14.6 percent of SCAG's estimated increase of 5,900 households within the City between 2012 and 2040.

Additionally, the City's 2021-2029 RHNA (6th cycle) is anticipated to be 8,772 residential units.[193] The residential growth provided by the Project would contribute towards the attainment of the RHNA allocation and associated goals and policies to encourage housing development in the City. The Project would make progress towards the City's goal and would provide market-rate and affordable housing units to help ameliorate the housing shortage in the City (80 of the Project's residential units would be designated as Very Low Income units). As such, the Project would not generate growth beyond the range of development anticipated within the established SCAG regional forecast and would be consistent with the City's goals and policies.

The 2016 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact

[192] SCAG, Pre-Certified Local Housing Data for the City of Burbank, August 2020.

[193] SCAG, 6th Cycle Final RHNA Allocation Plan, March 22, 2021. Available at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1616462966. Accessed June 9, 2021.

on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

City's General Plan Air Quality Element

In addition to the Project's consistency with the 2016 AQMP the Project would be consistent with the applicable policies of the Air Quality and Greenhouse Gas Element within the Burbank2035, the City's General Plan. The Air Quality and Greenhouse Gas Element outlines goals and policies that are aimed to reduce both air pollution and GHG emissions, and to protect the community from toxic air contaminants (TACs) and odors. The Project's consistency with the applicable air quality goals, objectives, and policies in the Air Quality and Greenhouse Gas Element of the General Plan is evaluated and shown in the Air Quality and Greenhouse Gas Technical Report. As discussed in the table, the Project construction and operations would not conflict with or be inconsistent with applicable air quality policies of the General Plan.

TABLE X
PROJECT CONSISTENCY WITH CITY OF BURBANK 2035 GENERAL PLAN AIR QUALITY GOALS AND POLICIES

Goal: Reduction of Air Pollution	Consistency
Policy: Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable State and Federal air quality and climate change programs.	**Consistent:** The Project is located within a Transit Priority Area (TPA) and served by a high level of public transit including a number of bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Burbank Airport - South Metrolink Station is located within 0.1 miles northwest of the Project with trains that connect to Metro's Union Station in Downtown Los Angeles. In addition, there are existing bus stops including the Metro bus line 222, the BurbankBus NoHo-Airport Route, Metro Rapid Line 794, and Metro Bus Lines 169, 165, 164, and 94 all within half a mile of the Project
Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	**Consistent:** The Project would incorporate design features for construction and operation to reduce air quality impacts. For construction, the Project would comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (including operations). For operations, the Project would incorporate mandatory requirements of the CALGreen Code. The Project would reduce energy and water consumption, plant trees, enhance bicycle facilities and incorporate bicycle parking.
Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	**Consistent:** The Project will comply with appropriate dust control measures (SCAQMD Rule 403), and reduce idling emissions per the Air Toxic Control Measure.
Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, car-sharing programs and shuttle system. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	**Consistent:** The Project would, provide for 13 short-term bicycle parking spaces and 38 long-term parking spaces for residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the commercial and retail uses. In addition, the Project would provide 144 EV capable parking spaces.
Goal: Sensitive Receptors	

Policy: Mitigate emissions from retail food grilling and barbecuing (indoor and outdoor) through use of industry-specific equipment	**Consistent:** The Project would include restaurants as part of its retail land use. The restaurants would comply with industry specific equipment to reduce emissions from grilling and barbecuing.
Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.	**Consistent:** The Project would site residential uses near the Hollywood Burbank Airport (Airport) and the Union Pacific Rail Road (UPRR) but would comply with California's 2019 Title 24 Standards and install filters that meet the Minimum Efficiency Reporting Value (MERV) of 13. Additionally, the Project would plant approximately 230 interior and canopy trees and approximately 60 trees in the City's right-of-way for a total of 125,100 square feet of open space providing a buffer to protect the residents from air emissions associated with aircraft and rail emissions.
Require business that cause air pollution to provide pollution control measures.	**Consistent:** The Project would generate new daily trips from heavy-duty diesel delivery trucks. Emissions from these trucks will comply with State Regulations that limit the amount of idling per location and provide for emissions standards for on-road vehicles. Any other emission sources from the future tenants will be contained by the air permitting program of the SCAQMD, specifically Rules 401, 402, 403, 113, 1121, 1186, and 1403.
Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces.	**Consistent:** The Project Site consists of 36 non-protected trees that would be removed. The Project would plant approximately 230 interior and canopy trees and approximately 60 trees in the City's right-of-way for a total of 125,100 square feet of open space.

As detailed in *Impact AIR-2* below and shown in Table 10, the projected operational emissions would not exceed the SCAQMD's regional significance thresholds. As a result, the Project would not conflict with or obstruct implementation of the AQMP or the City's General Plan. Therefore, regional operational impacts would be less than significant.

Mitigation:

None Required

Significance Determination: Less than Significant.

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

Impact AIR-2

Implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. (Less than Significant)

The Project would contribute to local and regional air pollutant emissions during construction (short-term or temporary) and operation (long-term).

Construction

Regional Emissions Analysis

Construction of the Project has the potential to generate temporary regional criteria pollutant emissions through the use of heavy-duty construction equipment, such as backhoes, excavators, loaders, cranes, and paving equipment and through vehicle trips generated by workers and haul trucks traveling to and from the Project Site, and through building activities such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from site preparation and various soil-handling activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as excavators, dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

The maximum daily construction emissions for the Project were estimated for each construction phase. Some individual construction phases could potentially overlap; therefore, the estimated maximum daily emissions include these potential overlaps by combining the relevant construction phase emissions. The maximum daily emissions are predicted values for a representative worst-case day, and do not represent the actual emissions that would occur for every day of construction, which would likely be lower on many days. As stated above construction emissions were modeled beginning in July 2022. Detailed emissions calculations are provided in Appendix A of this report.

The results of the criteria pollutant calculations are presented in **Table 6,** *Estimated Maximum Unmitigated Regional Construction Emissions,* and include dust control measures required to be implemented by SCAQMD Rule 403 (Control of Fugitive Dust), including subsection (e) – Additional Requirements for Large Operations, and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings). As shown in Table 6, construction-related daily emissions would not exceed the SCAQMD threshold of significance for any criteria pollutant. Therefore, regional construction emissions impacts would be less-than-significant.

TABLE 6
ESTIMATED MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

	Emissions (pounds per day)					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
Individual Construction Phases						
Demolition – 2022	1	21	22	<1	2	1
Site Preparation – 2022	1	10	10	<1	1	1
Grading/Excavation - 2022	3	64	44	<1	9	3
Drainage/Utilities/Trenching – 2022	2	14	18	<1	2	1
Drainage/Utilities/Trenching – 2023	2	13	18	<1	1	1
Foundations/Concrete Pour – 2023	3	28	31	<1	3	2
Building Construction – 2023	2	18	31	<1	5	2
Building Construction – 2024	2	16	30	<1	5	2
Paving – 2025	<1	2	4	<1	1	<1
Architectural Coatings and Finishes – 2025	1	7	19	<1	3	1
Landscaping – 2025	<1	5	8	<1	1	<1
Off-Sites – 2025	<1	5	8	<1	1	<1
Overlapping Construction Phases						
Paving, Architectural Coating and Finishes	1	9	24	<1	4	1
Architectural Coating and Finishes, Landscaping, and Off-Sites	2	16	35	<1	5	2
Maximum Daily Regional Emissions	**3**	**64**	**44**	**<1**	**9**	**3**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.

SOURCE: ESA, 2021.

Operations

Regional Emissions Analysis

As discussed under methodology above, operation of the Project would generate criteria pollutant emissions from Project-generated vehicles trips traveling to and from the Project Site, energy sources on-site such as natural gas combustion, area sources such as landscaping equipment and use of consumer products including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies and kitchen aerosols. Detailed emissions calculations are provided in Appendix A of this report.

Results of the criteria pollutant calculations are presented in **Table 7**, *Unmitigated Regional Maximum Daily Operational Emissions*. The increase in operational-related daily emissions for the criteria and precursor pollutants (VOC, NO_X, CO, SO_X, PM10, and PM2.5) would not exceed the

SCAQMD threshold of significance for any non-attainment pollutants. Therefore, impacts would be less than significant.

TABLE 7
UNMITIGATED REGIONAL MAXIMUM DAILY OPERATIONAL EMISSIONS (POUNDS PER DAY)[a]

	Emissions (pounds per day)					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
Operational Source						
Area (Consumer Products, Landscaping)	23	1	71	<1	<1	<1
Energy (Natural Gas)	<1	3	2	<1	<1	<1
Motor Vehicles	16	12	142	<1	38	10
Project Maximum Daily Regional Emissions	**39**	**17**	**215**	**<1**	**39**	**10**
Existing Regional Emissions	6	6	39	<1	7	2
Net Daily Regional Emissions	**33**	**10**	**176**	**<1**	**32**	**9**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

SOURCE: ESA, 2021.

Mitigation:

None Required

Significance Determination: Less than Significant.

Threshold AIR-3 Expose sensitive receptors to substantial pollutant concentrations.

Impact AIR-3

Implementation of the Project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Localized Construction

The maximum daily localized emissions for each of the construction phases and the localized significance thresholds are presented in **Table 8**, *Estimated Maximum Unmitigated Localized Construction Emissions.* The same phasing, equipment assumptions, and compliance with SCAQMD Rule 403 and Rule 1113 were used as for the regional emissions calculations discussed above. As shown in Table 8, maximum localized construction emissions for sensitive receptors would not exceed the localized threshold of significance for any criteria pollutant. As the Project's maximum localized emissions from construction would not exceed the localized thresholds of significance, localized construction emissions impacts would be less than significant. Detailed emissions calculations are provided in Appendix A of this report.

TABLE 8
ESTIMATED MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

	Emissions (pounds per day)			
Year	**NO_X**	**CO**	**PM10**	**PM2.5**
Construction Phases				
Demolition – 2022	14	14	1	1
Site Preparation – 2022	10	7	1	<1
Grading/Excavation – 2022	21	18	2	1
Drainage/Utilities/Trenching – 2022	14	15	1	1
Drainage/Utilities/Trenching – 2023	13	15	1	1
Foundations/Concrete Pour – 2023	24	20	1	1
Building Construction – 2023	16	15	1	1
Building Construction – 2024	15	15	1	1
Paving – 2025	1	2	<1	<1
Architectural Coating and Finishes – 2025	6	9	<1	<1
Landscaping – 2025	4	5	<1	<1
Off-Sites – 2025	4	5	<1	<1
Overlapping Phases				
Paving, Architectural Coating and Finishes	8	51	3	3
Architectural Coating and Finishes, Landscaping, and Off-Sites	14	19	<1	1
Maximum Daily Localized Emissions	**24**	**51**	**3**	**3**
SCAQMD Localized Threshold	144	2,786	62	21
Threshold Exceeded?	No	No	No	No

Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.

SOURCE: ESA, 2021.

Localized Operations

The maximum daily localized emissions operational activities as compared to the significance thresholds are presented in **Table 9,** *Estimated Maximum Localized Operational Emissions.* As shown in Table 9, maximum localized operational emissions would not exceed the localized threshold of significance. Therefore, with the implementation of mitigation the Project's maximum localized emissions from emissions impacts would be less than significant. Detailed emissions calculations are provided in Appendix A of this report.

TABLE 9
ESTIMATED MAXIMUM LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY) [a]

Operational Activity	NO_x	CO	PM10	PM2.5
Area (Consumer Products, Landscaping)	<1	71	<1	<1
Energy (Natural Gas)	3	2	<1	<1
Total Project Daily Localized Emissions	**4**	**73**	**1**	**1**
Existing Localized Emissions	<1	<1	<1	<1
Maximum Daily Localized Emissions	**4**	**73**	**1**	**1**
SCAQMD Localized Threshold	144	2,786	15	5
Threshold Exceeded?	No	No	No	No

Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.

SOURCE: ESA, 2021.

Toxic Air Contaminants

Construction

Excess lifetime cancer risk is estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to carcinogens. As the individual incremental increase in lifetime cancer risk is assessed over long exposure time periods (i.e., 30-year for residential receptors), the potential effects of Project-related carcinogenic TAC emissions must include the combination of exposure to construction-related activities and exposure to operation-related activities. For cancer risk, SCAQMD guidance identifies a significant impact if a project would result in an incremental cancer risk that is greater than 10 in one million for any receptor. A chronic HI equal to or greater than 1.0 represents a significant chronic health hazard. A chronic health effect could include irritation to eyes, throat, lungs or neurological damage.

According to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidance), which was updated in 2015 with new exposure parameters including age sensitivity factors, diesel particulate matter poses a carcinogenic health risk that is measured using an exposure period of 30 years for sensitive residential receptors.[194] The closest sensitive receptors to the Project Site would be single-family residences located approximately 700 feet to the south of the Project Site and directly south of W. Pacific Avenue.

Intermittent construction activities associated with the Project would result in short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter during construction activities, such as demolition, excavation, materials transport and handling, and building construction. On-site diesel-fueled construction equipment were modeled in the United

[194] Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments. Available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed June 14, 2021.

States Environmental Protection Agency/Advanced Monitoring System (EPA/AMS) Regulatory Model (AERMOD) throughout the Project Site to represent the on-site diesel particulate matter emissions.

The anticipated haul route for Project construction trucks would be along N. Hollywood Way towards the Interstate 5 (I-5) freeway ramps. Therefore, a truck route leading to and from the Interstate 5 freeway on and off-ramps from N. Hollywood Way were modeled to represent the off-site diesel particulate matter emissions from trucks.

As health risk to provide the total 30-year risk for the nearby receptors from construction activities were calculated. The resulting health risk calculations were performed using a spreadsheet tool consistent with the OEHHA guidance. The spreadsheet tool incorporates the algorithms, equations, and a variable described above as well as in the OEHHA Guidance, and incorporates the results of the AERMOD dispersion model.

Carcinogenic exposures, the cancer risk from diesel particulate matter emissions from construction, is estimated to result in a maximum carcinogenic risk of 1.36 in one million at the residential uses to the south of Project Site and south of W. Pacific Avenue. As discussed previously, the lifetime exposure under the OEHHA Guidance takes into account early life (infant and children) exposure. The calculated cancer risk is estimated for outdoor exposure and assumes that sensitive receptors (residential uses) would not have any mitigation such as mechanical filtration and that residential uses would have continuously open windows. As the maximum impact would be less than the risk threshold of 10 in one million, impacts would be less than significant and no mitigation would be required. The cancer risk at the nearby school would also be less than 10 in one million with a maximum impact of 1.73 in one million at Providencia Middle School to the east of the Project Site.

Potential non-cancer effects of chronic (i.e., long term) diesel particulate matter exposures were evaluated using the Hazard Index approach as described in the OEHHA Guidance. The maximum health hazard index associated with construction activities is 0.004. A hazard index equal to or greater than 1.0 represents a significant chronic health hazard. The Project would not exceed the hazard index threshold of 1. Therefore, the Project's chronic risk impact would be less than significant.

Operational

SCAQMD recommends that health risk assessments be conducted for substantial sources of TAC emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project is not anticipated to generate a substantial number of daily truck trips, nor would it result in the emission of other TACs at a level where concern would be raised regarding health risk. Therefore, the Project would not warrant the need for a health risk assessment associated with on-site operational activities, and potential TAC impacts are expected to be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Project would not include any of these potential

sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays) and delivery and/or waste collection truck trips. Therefore, the Project is not expected to release substantial amounts of TACs during operational activities, and no significant impact on human health would occur.

Site-Specific Health Risk Assessment

The Burbank2035 was adopted in 2013 to provide guidance for future development necessary to achieve the community's economic, physical as well as environmental goals through the year 2035. As previously stated, the General Plan provides an Air Quality and Climate Change Element that outlines goals and policies that is aimed to reduce both air pollution and GHG emissions, and to protect the community from TACs and odors. Goal 2 Sensitive Receptors, within the Air Quality and Climate Change Element, is aimed at reducing the exposure of sensitive receptors to TACs and odors. In addition, Program AQCC-4 of the Plan Realization Element outlines how Goal 2 would be implemented. Under Program AQCC-4, a site-specific health risk assessment is required when siting sensitive land uses near both the Hollywood Burbank Airport (Airport), the UPRR, or major freeway or arterials. As previously indicated, the Project is located approximately 90 feet south of the UPRR and approximately 1,100 feet southeast of the Airport. Therefore, site-specific health risk assessments were completed for both the UPRR and the Airport consistent with the City's General Plan Air Quality and Climate Change Element Goal 2, Program AQCC-4. As these analyses are related to land use compatibility goals, results of the health risk assessments are presented in Section XI*, Land Use and Planning,* of the SCEA.

Mitigation:

None Required

Significance Determination: Less than Significant.

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

Impact AIR-4

Implementation of the Project would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people). (Less than Significant)

Construction

Potential activities that may emit odors during construction include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 6, construction emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or

unclassifiable criteria air pollutants (i.e., CO and SO_2). Therefore, construction activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Furthermore, as discussed under Impact AIR-2 above, operational emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2). Therefore, operation of the Project would result in less than significant impacts with respect to other emissions, including those leading to odors.

Mitigation: None required.

Significance Determination: Less Than Significant.

3.3 Greenhouse Gas Impacts

Threshold GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Impact GHG-1

Implementation of the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant)

Construction

According to SCAQMD methodology, because GHG emissions are a cumulative impact, Project significance is determined by the combined amortized construction and operational emissions. The Project's total estimated GHG emissions during construction are identified in **Table 10,** *Amortized Annual Construction GHG Emissions.* As shown, estimated GHG emissions would be approximately 3,355 $MTCO_2e$ over the entire lifetime of the project. This would equal approximately 112 $MTCO_2e$ per year after amortization over 30 years per SCAQMD methodology. Detailed calculations and modeling output are included in Appendix A of this report.

Operational

Area source emissions would be generated by the consumption of natural gas for space and water heating devices while mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. Indirect GHG emissions due to electricity demand, water consumption, and waste generation were also calculated. **Table 11,** *Annual Project GHG Emissions,* shows the total

annual GHG emissions associated with the combined construction and operation of the Project. As shown in Table 11, operational emissions result in 356 $MTCO_2e$ annually.

TABLE 10
AMORTIZED ANNUAL CONSTRUCTION GHG EMISSIONS

Year	$MTCO_2e$
2022	504
2023	1,071
2024	1,096
2025	839
Total	**3,510**
Amortized Project Construction Emissions	**117**

SOURCE: ESA, 2021.

TABLE 11
ANNUAL PROJECT GHG EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year) [a]
Area	15
Electricity	2,169
Natural Gas	701
Mobile	6,442
Waste	320
Water	511
Construction (Amortized) [b]	117
Project Total	**10,277**
Existing	2,830
Project Net Total GHG Emissions	7,442

[a] Totals may not add up exactly due to rounding in the modeling calculations. See Appendix D for details.
[b] Construction emissions are amortized over 30 years.
SOURCE: ESA 2021

The Project's GHG emissions conservatively assumes that vehicle trips to and from the Project Site are all net new vehicle trips. In reality, some future residents, employees and visitors to the amenities provided by the Project's urban infill land uses likely already make vehicle trips within the region and generate mobile-source emissions under existing conditions. In other words, the new mixed-use development implemented pursuant to the Project, if approved, would likely redistribute some existing vehicle trips from other developments. In such cases, regional mobile source emissions could be moderately changed or even reduced if a new mixed-use development is located closer to customers compared to an existing development. It is unknown at this time to what extent

the Project's new urban infill land uses implemented pursuant to Project approval would result in net new emissions or would relocate or redistribute existing sources of emissions. Therefore, the GHG emissions shown in Table 11 are based on the highly conservative assumption that operation of the land uses proposed under the Project would result in all net new motor vehicle trips and associated emissions from mobile sources.

The City's GGRP has a community-wide baseline emissions inventory of 1,682,494 $MTCO_2e$/yr for 2010. The Project's maximum annual GHG emissions would result in a 0.46 percent increase over the City's 2010 baseline emissions inventory, an increase of 0.41 percent increase over the projected 2020 community-wide emissions (1,859,899 $MTCO_2e$/yr), a 0.36 percent increase over the projected 2035 community-wide GHG emission for GHG (2,127,500 $MTCO_2e$/yr), and would represent 1.7 percent of the anticipated emissions increased from 2010 to 2035.

Project operational-related GHG emissions would decline in future years as emissions reductions from applicable regulatory plans and policies are fully realized. Emissions reductions from the Project's two highest GHG-emitting sources, mobile and electricity, would occur over the next decade, and beyond, ensuring that the Project's total GHG emissions would be further reduced. Emissions from electricity would decline as utility providers, including BWP, meet their RPS obligations to provide 60 percent of their electricity from renewable electricity sources by 2030 consistent with SB 100, that would achieve additional reductions in emissions from electricity demand. Project emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles, resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards in accordance with the State's Advanced Clean Cars Program.

As stated above, the GHG emissions analysis is not presented as the sole method to analyze the Project's GHG impacts. Instead, it is for disclosure purposes, to quantify the Project's potential GHG emissions and correlate to the Climate Change Scoping Plan and supplement the primary threshold of significance below that demonstrates consistency with plans and policies adopted for the purpose of reducing GHG emissions. As demonstrated above, Project would be less than significant and no mitigation measures are required.

Mitigation: None required.

Significance Determination: Less Than Significant.

Threshold GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Impact GHG-2

Implementation of the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. (Less than Significant)

Consistency with the Climate Change Scoping Plan

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

In support of HSC Division 25.5, the State has promulgated specific laws and strategies aimed at GHG reductions that are applicable to the Project. The primary focus of many of the Statewide and regional plans, policies, and regulations is to address worldwide climate change. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the Project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the Project alone would not likely cause a direct physical change in the environment. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[195] It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone.

Table 12, Project Compliance *with Applicable 2017 Climate Change Scoping Plan Actions and Strategies*, contains a list of GHG-reducing strategies applicable to the Project. The analysis describes the consistency of the Project with these laws and strategies outlined in the State's Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As discussed below, the Project would implement Project Design Features and incorporate characteristics to reduce energy use, conserve water, reduce waste generation, and reduce vehicle travel consistent with Statewide strategies and regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

[195] California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhous Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

TABLE 12
PROJECT COMPLIANCE WITH APPLICABLE 2017 CLIMATE CHANGE SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California Renewable Portfolio Standard (RPS) program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.a Required measures include: Increase RPS to 50 percent of retail sales by 2030. Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.	CPUC, CEC, CARB	**Compliant.** The Project would use electricity provided by BWP, which will reach 60 percent renewable energy by 2030 and increasing thereafter. By the end of the planning period of 2038, BWP would have renewable equivalent energy at 67 percent. The Project would also meet or exceed the applicable requirements of the State of California Green Building Standards Code. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under California Code of Regulations Title 24, Part 6 and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would meet the applicable requirements of Title 24, Part 6, as well as the California Green Building Standards Code in Title 24, Part 11 as adopted and amended in the City of Burbank Green Building Code. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Building 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare and thus heat to surrounding neighbors.
Implement Mobile Source Strategy (Cleaner Technology and Fuels): At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. Implementation of federal phase 2 standards for medium- and heavy-duty vehicles. Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard. Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks	CARB, CalSTA, SGC, Caltrans, CEC, OPR, Local Agencies	**Compliant.** CARB approved the Advanced Clean Cars Program that includes Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years. While this action does not directly apply to individual projects, the standards would apply to all vehicles purchased or used by residents, workers, and visitors to the Project. The Project would comply with CALGreen requirements regarding the number of EV Ready and EV Capable parking spaces to support ZEVs and PHEVs. As such, the Project would support compliance with this regulation. The Advanced Clean Truck Regulation has two components, a manufacturer sales requirement and a reporting requirement. The manufacturer component of the regulation requires manufacturers that certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales. The reporting component of the regulation requires large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations.[b] Because deliveries to the Project would be made by trucks subject to this regulation, the Project would benefit from these measures. CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.[c] As a transit priority project, GHG emissions generated by transit trips by Project users, including residents, workers, and visitors would be reduced under this regulation. GHG emissions generated by Project-related passenger, truck, and bus vehicular travel would benefit from the above regulations and programs, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, Advanced Clean Truck Regulation, and Innovative Clean Transit measure consistent with reduction of GHG emissions under SB 32. Mobile source GHG emissions provided in Table 11 conservatively do not specifically include the numeric reduction in mobile source GHG emissions from the above regulations as the CalEEMod model, which was utilized in the SCEA, does not yet fully account for these regulation or programs. SB 375 requires SCAG to direct the development of the RTP/SCS for the region, which is discussed in the SCEA. The Project would not conflict with the RTP/SCS goal to adapt to a changing climate and to support an integrated regional development pattern, as further discussed below in Table 13. The Project is an infill development and would be constructed on an existing developed site and would not require the extension of new roads, development of new land, or alteration of any access patterns that would change the region's development pattern or transportation network. On an annualized basis, The Project is presumed to have a less-than-significant VMT impact because it is a residential and office project within ½ mile of an existing major transit stop, does not have a floor-area-ratio less than 0.75, does not include more parking than is

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
		required by the City, and does not replace affordable housing units with a smaller number of moderate or high-income units. This would be consistent with the 2020-2045 RTP/SCS goal of reducing daily VMT per capita and City's screening criteria for VMT. As such, the Project would not conflict with the VMT reduction standards of the 2020-2045 RTP/SCS or City Guidelines for VMT analysis. Thus, the Project would be compliant with, and would not conflict with, applicable 2020-2045 RTP/SCS actions and strategies to reduce GHG emissions.
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets).	CARB	**Compliant.** Under SB 375, CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, the CARB established targets for 2020 and 2035 for each region. As required under SB 375, the CARB is required to update regional GHG emissions targets every 8 years, which have been updated in 2018. As part of the 2018 updates, the CARB adopted a passenger vehicle related GHG reduction of 19 percent per capita for 2035 for the SCAG region. The Project would be consistent with SB 375 as it is a mix of multi-family housing units, office uses, and community-serving commercial use project within ½ mile of an existing major transit stop, does not have a floor-area-ratio less than 0.75, does not include more parking than is required by the City, does not replace affordable housing units with a smaller number of moderate-or high-income units. In addition, the Project would include several TDM features that would serve to reduce VMT and vehicle trips, including reduced vehicular parking supply, provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the Project Site. As such, the Project would not conflict with the 2020-2045 RTP/SCS goal of reducing daily VMT per capita and proving local community serving uses in infill locations.
By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	**Not Applicable.** The Project would not involve construction of transportation facilities. However, the Project would encourage the use of non-motorized vehicles by improving the on-site bicycle lanes, providing attractive landscaping elements, providing bicycle facilities, and by improving pedestrian network improvements. In addition, the Project would encourage alternative-fueled vehicles by providing vehicle parking spaces capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR/SGC, CARB	**Not Applicable.** The Project would support this policy through compliance with CalGreen requirements regarding the number of EV charging stations. As such, the Project would support compliance with this regulation.

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
Implement California Sustainable Freight Action Plan: Improve freight system efficiency. Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	CalSTA, CalEPA, CNRA, CARB, CalTrans, CEC, GoBiz	**Not Applicable. The Project land uses would not include freight transportation or warehousing. Therefore, the Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.**
Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.	CARB	**Not Applicable.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with LCFS.
Implement the Short-Lived Climate Pollutant Strategy by 2030: 40-percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. 50-percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Compliant.** Senate Bill 605 (SB 605), adopted in 2014, directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.[d] **SB 1383 requires various agencies including CARB, California Department of Food and Agriculture (CDFA), the State Water Resources Board (SWRCB) to be responsible for adopting regulations to reduce GHG emissions. These regulations would be applicable to the Project. Therefore, the Project would be required to comply with the CARB SLCP Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.**
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Compliant.** Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75-percent reduction by 2025. The Project would be consistent with AB 341 which requires not less than 75 percent of solid waste generated to be source reduced through recycling, composting, or diversion. This reduction in solid waste generated by the Project would reduce overall GHG emissions. Compliance with AB 341 would also help achieve the goals of SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Not Applicable.** Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions. Under the Cap-and-Trade program, entities such as power generation companies and natural gas processing plants would be required to limit or reduce GHG emissions. While the Project itself

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
		is not a regulated entity under the Cap-and-Trade Program, it would result in a reduction of GHG emissions associated with the Project's energy usage, since energy supplied to the Project would be from BWP, a regulated entity. As the Project would not impede the Program's progress, the Project is considered compliant.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: Protect land from conversion through conservation easements and other incentives. Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments. Establish scenario projections to serve as the foundation for the Implementation Plan.	CNRA and departments within, CDFA, CalEPA, CARB	**Not Applicable.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	**Not Applicable.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Implement Forest Carbon Plan.	CNRA, CAL FIRE, CalEPA and departments within	**Not Applicable.** This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not Applicable.** Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

[a] Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.

[b] CARB, Advance Clean Cars, 2017 Midterm Review, https://ww2.arb.ca.gov/resources/documents/2017-midterm-review-report. Accessed July 7, 2021.

[c] CARB, Advanced Clean Local Trucks, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed July 7, 2021.

[d] CARB, Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions, https://www.calrecycle.ca.gov/climate/slcp/. Accessed July 7, 2021.

SOURCE: ESA, 2021.

Consistency with SCAG's 2020-2045 RTP/SCS

The 2020-2045 RTP/SCS seeks improved mobility and accessibility and seeks to implement strategies that "alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality

transportation."[196,197] The 2020-2045 RTP/SCS includes "more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand."[198] Moreover, the 2020-2045 RTP/SCS states the focus would be "growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions."[199]

As shown in **Table 13**, *Consistency of Project Characteristics with Applicable SCAG 2020-2045 RTP/SCS Actions and Strategies* below, the Project's GHG emissions were evaluated by comparing the Project to applicable GHG reduction strategies and local actions approved or adopted by SCAG.

TABLE 13
CONSISTENCY OF PROJECT CHARACTERISTICS WITH APPLICABLE SCAG 2020-2045 RTP/SCS ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Actions and Strategies		
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, COGs, SCAG, CTCs	**Would Not Conflict.** This action applies to local jurisdictions, SCAG and County Transportation Commissions (CTCs). While the use of alternative-fueled vehicles is beyond the direct control or influence of the Project, the Project would encourage the use of alternative-fueled vehicles by providing vehicle parking spaces capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG	**Would Not Conflict.** While this action applies to local jurisdictions and SCAG, the Project would include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. In addition, the Project would also retain existing bicycle lanes and install new Class I bicycle lanes. The Project would locate residential, restaurant, and office uses within an area that has public transit, an airport, office, institutional, recreational, and neighborhood-serving commercial uses within walking distance.
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education,	Local Jurisdictions, SCAG	**Would Not Conflict.** While this action applies to local jurisdictions and SCAG, the Project would support the development of complete communities by co-locating complementary residential, office, and restaurant land uses within walking distance to existing airport and existing office, institutional, recreational, and

196 SCAG, 2020-2045 RTP/SCS, September 2020, p. 129.

197 SCAG, 2020-2045 RTP/SCS, September 2020, p. 51.

198 SCAG, Program Environmental Impact Report – 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, May 2020, p. 3.8-62.

199 SCAG, Program Environmental Impact Report – 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, May 2020, p. 3.8-14, 65.

TABLE 13
CONSISTENCY OF PROJECT CHARACTERISTICS WITH APPLICABLE SCAG 2020-2045 RTP/SCS ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.		neighborhood-serving commercial uses. The Project Site is served by a network of regional transportation facilities, including bus lines, and the Burbank Airport –South Metrolink Station, providing connectivity to the larger metropolitan area.
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375.	State, SCAG	**Would Not Conflict.** While this action applies to the State and SCAG, the Project would be consistent with the goals of SB 375, including the goal to reduce VMT and the corresponding emission of GHGs through infill development. The Project is located within a TPA and co-locates residential, office and restaurant land uses in close proximity to existing off-site uses. The Project is also served by a network of regional transportation facilities, including bus lines, and the Burbank Airport – South Metrolink Station, providing connectivity to the larger metropolitan area. The increases in land use intensity and diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.
Transportation Network Actions and Strategies		
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.	SCAG, CTCs, Local Jurisdictions	**Would Not Conflict.** While this action applies to local jurisdictions, SCAG and CTCs, the Project would intensify development in an area directly served by the Metro bus line 222, the BurbankBus NoHo-Airport Route, Metro Rapid Line 794, and Metro Bus Lines 169, 165, 164, and 94 all within half a mile of the Project. Additionally, the Project Site is located 554 feet (0.1 miles) southeast of the Burbank Airport - South Metrolink Station that connects to the Metro Union Station. Furthermore, the Project would provide residential, office, and restaurant use with pedestrian access to an airport, office, institutional, recreational, and commercial uses.
Transportation Demand Management (TDM) Actions and Strategies		
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions	**Would Not Conflict.** While this action applies to local jurisdictions and SCAG, the Project would encourage the use of non-motorized vehicles by improving the on-site bicycle lanes and providing bicycle facilities. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.

TABLE 13
CONSISTENCY OF PROJECT CHARACTERISTICS WITH APPLICABLE SCAG 2020-2045 RTP/SCS ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Clean Vehicle Technology Actions and Strategies		
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric or other near zero-emission technologies. The activities committed in the two subregions (Western Riverside COG and South Bay Cities COG) are put forward as best practices that others can adopt in the future.	SCAG, Local Jurisdictions	**Would Not Conflict.** While this action applies to local jurisdictions and SCAG, as discussed above, and while directing the use of alternative-fueled vehicles is beyond the direct control or influence of the Project, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.

SOURCE: ESA, 2020.

Consistency with SB 375

The key goal of the Sustainable Communities Standard is to achieve GHG emission reduction targets through integrated land use and transportation strategies. The focus of these reductions is on transportation and land use strategies that influence vehicle travel. The Project would increase vehicle traffic in the region however, it would also be consistent with the anticipated growth for the Project Area and would occur in a densely developed portion of the City. The Project would be consistent with all state and local regulations with respect to vehicle emissions and efficiencies. Therefore, the Project would not conflict with the implementation of SB 375 and impacts would be less than significant.

Consistency with Applicable Regulations

The Heavy-Duty Vehicle and Light-Duty vehicle rules have been established to reduce CO_2 emissions from the combustion of fossil fuels. The Project would not involve the manufacture of vehicles or production of vehicle fuels. However, vehicles that are purchased and used within the Project Site would comply with any vehicle and fuel standards that the CARB adopts or has adopted. Therefore, the construction and operation of the Project would not conflict with these regulations.

CARB's ATCM limits heavy-duty diesel motor vehicle idling to reduce DPM and other TACs and applies to all the haul trucks, heavy duty vendor trucks, and construction equipment that would be used on the Project Site. CARB also implemented the Truck and Bus Regulation to further reduce NOx, PM10 and PM2.5 from on-road diesel operating vehicles. CARB has also promulgated emissions standards for off-road diesel construction equipment greater than 24 horsepower to reduce criteria pollutant emissions. The Project would operate both on- and off-road trucks and construction equipment. These vehicles would comply with all of the CARB regulations and onsite trucks and equipment would be monitored to ensure that idling would occur for only five minutes at any given time. Therefore, the Project would be consistent with the applicable regulations for

heavy-duty, light-duty and off-road vehicles and equipment and impacts would be less than significant.

Consistency with City of Burbank Policies

City's General Plan: Air Quality and Climate Change Element and Greenhouse Gas Reduction Plan (GGRP)

As discussed previously, the City has a reduction target of 15 percent below 2010 levels by 2020 and a reduction goal of 30 percent below 2010 levels by 2035. In order to achieve these goals, the City has identified actions and measures to reduce GHG emissions stated in the City's General Plan: *Air Quality and Climate Change Element* and the City's *GGRP.* **Table 14,** *Project Consistency with City of Burbank Greenhouse Gas Reduction Strategies,* summarizes how the project supports the actions and measures found in the City's General Plan and GGRP.

TABLE 14
PROJECT CONSISTENCY WITH CITY OF BURBANK GREENHOUSE GAS REDUCTION STRATEGIES

Policies	Consistency
Air Quality and Climate Change Element	
Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	**Consistent:** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code. During construction and operations, trucks onsite would be limited to five minutes of idling, consistent with the ATCM.
Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	**Consistent:** The Project would encourage the use of non-motorized vehicles by providing both short-term and long-term bicycle parking spaces for residential and office uses. The Project would also provide vehicle parking spaces capable of supporting future electric vehicle supply equipment (EVSE) and well equipped with EV charging stations. The Project would also install new Class I bicycle lanes to encourage non-motorized travel.

Policies	Consistency
Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.	**Consistent:** The Project would feature energy saving and sustainable design features that would be incorporated into the Project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Building 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations. In addition, the Project is located in a transit priority area (TPA) that is served by public transportation including bus lines and a Metrolink station. The Project would result in approximately 249 new workers.
Policy 2.4: Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected traffic generation.	**Consistent:** The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations. In addition, the Project is located in a transit priority area (TPA) that is served by public transportation including bus lines and a Metrolink station.
Burbank 2035 Greenhouse Gas Reduction Plan	
Buildings and Energy:	
Energy Efficiency in New Construction: The City will require new commercial projects to be constructed to Title 24 Tier 1 levels	**Consistent:** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
Cool Roofs: 'Cool roofs' are made of materials with higher solar reflectivity, which mitigate the urban heat island effect and reduce cooling loads during hot days.	**Consistent:** The Project would require all glass used in the building design to have minimal reflectivity to reduce glare and, thus, heat to surrounding neighbors.
Building Shade Trees	**Consistent:** The Project would plant approximately 60 trees planted in the City's right-of-way and 230 interior and canopy trees, which would provide shading for residents and visitors. The trees would also absorb help carbon dioxide.

Policies	Consistency
Transportation:	
Pedestrian Enhancements: Attractive pedestrian environments encourage walking, which can lead to increased foot traffic for stores and restaurants and decreased automobile trips.	**Consistent:** The Project would include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations for the 2019 CALGreen code required 6% of non-residential parking spaces and 10% of residential parking spaces to have EV charging stations (144 EV charging stations total).
Bicycle Infrastructure Expansion: The City will continue to expand bicycle infrastructure within public rights-of-way, including on-street bicycle lanes and routes, bicycle parking, and directional signage.	**Consistent:** The Project would include both short-term and long-term bicycle parking spaces, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. In addition, the Project would retain existing bicycle lanes on Vanowen Street and N. Hollywood Way and install new Class I bicycle lanes on Screenland Drive (a publicly-accessible private street to be constructed as part of the Project).
Water Efficiency:	
The City will implement water conservation programs described in the Urban Water Management Plan (UWMP) in support of BWP's goal to reduce water consumption by 1% annually.	**Consistent:** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.

The Project would incorporate GHG reduction measures that are consistent with the City's General Plan: Air Quality and Climate Change Element's goals and polices and the GGRP's measures. As previously stated, the Project is located in a TPA that served by public transit, including bus lines and a Metrolink station that connects to Metro's Downtown Los Angeles Union Station. The Project would provide both short-term and long-term bicycle parking spaces for both residential and office uses and the Project would include supporting future EVSE and EV charging stations. The Project would also provide for a pedestrian friendly design to activate the street with approximately 60 trees planted in the City's right-of-way and 230 interior and canopy trees.

In addition, the City has adopted the 2019 California Green Building Standards Code, or CALGreen and the Project would comply with the mandatory requirements for new residential and non-residential projects. Therefore, the Project would be consistent with the City's Green Building Code. Given this compliance and for the reasons described above, the Project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions and impacts would be less than significant.

Mitigation: None required.

Significance Determination: Less Than Significant.

3.4 Cumulative Air Quality Impacts

The following cumulative impact analysis is based on the recommendations provided by SCAQMD in the Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper.

SCAQMD's guidance for assessing a project's cumulative impacts recommends the use of two alternative methodologies: (1) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality; or (2) that a project's consistency with the AQMPs are used to determine its potential cumulative impacts.

Under SCAQMD's guidance, "[p]rojects that exceed the project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." Therefore, consistent with this guidance, the potential for the Project to results in cumulative impacts from regional emissions is assessed based on SCAQMD thresholds.

Consistency with AQMP

As described above under *Impact AIR-1*, construction of the Project would be consistent with the AQMP as the Project would not generate emissions of nonattainment pollutants or precursors (i.e., NO_X) that exceed the applicable significance thresholds. As the Project's maximum regional emissions from construction would not exceed the regional thresholds of significance (Table 6), the Project would be consistent with the AQMP and cumulative impacts would be less than significant.

Operation of the Project would be consistent with the AQMP as the Project would not generate emissions of nonattainment pollutants or precursors (i.e., VOC, NO_X, CO, SOx, PM10, and PM2.5) that exceed the applicable significance thresholds (Table 7). Therefore, the Project would result in a less than significant cumulative operational impact.

Mitigation

None Required.

Significance Determination: Less than Significant

Project-Specific Impacts

Construction

As described above under *Impact AIR-2* and *Impact AIR-3*, regional and localized emissions during construction of the Project would not exceed the SCAQMD significance thresholds. Thus, based on SCAQMD methodology, the Project's construction emissions would not represent a considerable contribution to a cumulative impact. As the Project's maximum mitigated regional emissions from construction would not exceed the regional thresholds of significance, the Project would not represent a considerable contribution to a cumulative impact, resulting in a less than significant cumulative impact.

Operation

As discussed above, regional and localized operational emissions of VOC, NO_X, CO, PM10, and PM2.5 would not exceed the SCAQMD significance thresholds. Thus, based on SCAQMD

methodology, the Project operational emissions would not represent a considerable contribution to a cumulative impact, resulting in a less than significant cumulative impact.

Mitigation

None Required.

Significance Determination: Less than Significant

3.5 Cumulative GHG Impacts

The GHG emissions of the project alone would not cause a direct physical change in the environment. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[200] It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone. The impact analysis of the project's GHG emissions and consistency with existing plans and policies related to GHG emissions provided above for the Project serves as a cumulative impact analysis. Therefore, as discussed under Section 3.4 above, the Project would be consistent with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions, and the Project would not generate GHG emissions that would have a significant impact on the environment. As such, the Project would result in a less than cumulatively considerable impact related to GHG, and cumulative impacts would be less than significant.

Mitigation

None Required.

Significance Determination: Less than Significant

[200] CAPCOA, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008, http://capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf. Accessed February 21, 2021.

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APPENDIX A

Air Quality and GHG Calculations and Output Files

2311 N. Hollywood Way SCEA

Construction Assumptions

Project Site Acreage 10.43

Construction Hours
7am to 7pm M-F, 8am to 5pm Sat allowed per Burbank Municipal Code

Project Summary

Land Use[1]	CalEEMod Landuse Type	Amount	Unit
Office	General Office Building	151.80	ksf
Restaurant	High Turnover (sit down restaurant)	8.20	ksf
Restaurant	Quality Restaurant	1.50	ksf
Residential	Apartments Mid Rise	862	du
Open Space	-	125.1	ksf
Parking	Enclosed Parking with Elevator	1619	spaces
Notes Total for office, restaurant, residential		937.613	ksf

1 Land use acreage is an estimate of the total site acreage of 10.43 acres

Existing Uses

Land Use[1]	CalEEMod Landuse Type	Amount	Unit
Retail	Electronics Superstore	105.63	ksf

Construction Schedule[4]

Phase Name	CalEEMod Phase Type	Start Date	End Date	Total Days	# of Workers per day	Total One-way Worker Trips per day	Trip Length[5]	# Vendor Trucks per day	Total One-Way Vendor Trips	Trip Length[5]	Total Haul Trucks	Total One-way Haul Trips	Trucks per day	Trip Length[5]
Demolition	Demolition	7/1/2022	8/31/2022	53	40	80	14.7	10	20	6.9	825	1650	16	18
Site Preparation	Site Preparation	9/1/2022	10/15/2022	39	30	60	14.7	2	4	6.9	-	-	-	-
Grading/Excavation	Grading	10/16/2022	11/5/2022	18	30	60	14.7	22	44	6.9	1223	2446	70	35
Drainage/Utilities/Trenching	Trenching	12/1/2022	1/31/2023	53	30	60	14.7	2	4	6.9	-	-	-	-
Foundations/Concrete Pour	Trenching	2/1/2023	8/31/2023	182	100	200	14.7	22	44	6.9	-	-	-	-
Building Construction	Building Construction	9/1/2023	12/31/2024	418	200	400	14.7	2	4	6.9	-	-	-	-
Paving	Paving	1/1/2025	3/31/2025	77	30	60	14.7	3	6	6.9	-	-	-	-
Architectural Coatings and Finishes	Paving	2/1/2025	10/31/2025	234	150	300	14.7	2	4	6.9	-	-	-	-
Other 1: Landscaping	Grading	8/1/2025	12/31/2025	131	40	80	14.7	2	4	6.9	-	-	-	-
Other 2: Off-Sites	Grading	8/1/2025	12/31/2025	131	40	80	14.7	2	4	6.9	-	-	-	-

Notes: Based on data needs request

6 days/week

Construction Equipment 2311 N. Hollywood Way SCEA

Equipment Mix

Phase Name		Equipment Amount[1]	Hours per Day
Demolition	Crawler Tractors	1	
	Excavator	2	
	Haul Trucks (note: added to vendor trucks list as these bring equipment to the site)	10	
	Off-Highway Tractors	1	
	Sweepers/Scrubbers	1	
Site Preparation	Crawler Tractors	1	
	Excavator	1	
	Sweepers/Scrubbers	1	
Grading/Excavation	Compactor	1	
	Excavator	1	
	Haul Trucks (note: added to vendor trucks list as these bring equipment to the site)	20	
	Off-Highway Tractors	1	
	Rubber Tired Loaders	2	
	Scraper	1	
	Sweepers/Scrubbers	1	
Drainage/Utilties/Trenching	Tractors/Loaders/Backhoes	1	
	Concrete/Industrial Saws	1	
	Forklifts	1	
	Generator Sets	1	
	Sweepers/Scrubbers	1	
	Trenchers	1	
Foundations/Concrete Pour	Cement and Mortar Mixers	28	
	Cranes	2	
	Forklifts	1	
	Generator Sets	1	
	Skid Steer Loaders	1	
	Sweepers/Scrubbers	1	
Building Construction	Cement and Mortar Mixers	1	
	Cranes	2	
	Forklifts	1	
	Generator Sets	2	
	Skid Steer Loaders	1	
	Sweepers/Scrubbers	1	
Paving	Sweepers/Scrubbers	1	
Architectural Coatings and Finishes	Air Compressors	3	
	Sweepers/Scrubbers	1	
Other 1: Landscaping (same equipment assumed for Other 2: Off-Sites)	Rubber Tired Loaders	1	
	Skid Steer Loaders	1	
	Sweepers/Scrubbers	1	

1 Equipment quantities were client-given inputs from construction data needs list

2311 N. Hollywood Way SCEA
Paved Areas to be Removed

Hardscape[1]	**Amount**
Hardscape (concrete and asphalt)	
Waste Volume (Cubic Yards)	7,500

TOTAL PROJECT DEMOLITION WASTE	**Amount**	
Total Demolition Waste (tons)	1,500	*Enter in CalEEMod*
Total Demolition Waste (CY)	7,500	
Haul Truck Capacity (tons)	20	default
Haul Truck Capacity (CY)	10	provided by applicant
Total Haul Trucks	825	
Total One-Way Trips	1,650	*Enter in CalEEMod*
Duration (days)	53	
Haul Trucks per day	**16**	

Excavation 2311 N. Hollywood Way SCEA

Land Use Excavation/ Grading Quantities[1]	Export (CY)	Import (CY)	Site Acreage	Grading Passes	Construction Hours
Excavation	22,000		10.43	3	7am to 7pm M-F, 8am to 5pm Sat allowed per Burbank Municipal Code

Grading/Excavation	**Export (CY)**	**Import (CY)**
Entire Site Development	22,000	-
Total Volume	**22,000**	
Haul Truck Capacity (CY)	18	
Total Haul Trucks	1,223	
Total One-way Haul Trips	2,446.00	*Enter into CalEEMod*
Duration (days)	18	
Daily Haul Trucks	70	

Notes: 2 acre max disturbance

2311 N. Hollywood Way SCEA

Land Use	Concrete Volume (CY)	Concrete Truck Capacity (CY)[4]	Total Trucks Needed (Vendor Trips)
Project	40000	10	4000

Land Use	Total Trucks
Project	4000
Duration (days)	182
Trucks per day	22

Land use acreage is an estimate of the total site acreage of 10.43 acres

Notes:

1 Based on data needs for Foundations/Concrete Pour phase

2311 N. Hollywood Way SCEA

Land Use	Concrete Volume (CY)	Concrete Truck Capacity (CY)[4]	Total Trucks Needed (Vendor Trips)
Project	750	10	75

Land Use	Total Trucks
Project	75
Duration (days)	77
Trucks per day	1

Land use acreage is an estimate of the total site acreage of 10.43 acres

Notes:

1 Based on data needs for Paving phase

2311 N. Hollywood Way SCEA

Air Quality and Greenhouse Gas Assessment

Title 24 Energy Savings Adjustment

Non-Residential

% savings over Title 24 (2019)	% savings over Title 24 (2016)		
	Electricity	Lighting	NG
Non-Residential:	10.7%	0%	1%
0%	10.7%	0.0%	1.0%
5%	15.2%	5.0%	6.0%
10%	19.6%	10.0%	10.9%
15%	24.1%	15.0%	15.9%

Residential

% savings over Title 24 (2019)	% savings over Title 24 (2016)		
	Electricity	Lighting	NG
Multi-Family without PV:	2%	0%	5%
0%	2.0%	0.0%	5.0%
5%	6.9%	5.0%	9.8%
10%	11.8%	10.0%	14.5%
15%	16.7%	15.0%	19.3%

Project Energy Use Factors Adjustment

	Electricity	Lighting	NG
Non-Residential % savings over Title 24 (2016) =	10.7%	0.0%	1.0%
Residential % savings over Title 24 (2016) =	2.0%	0.0%	5.0%

Title 24 (2016 - CalEEMod Default)

Project Non-Residential Land Uses	T24 Electricity	NT24 Electricity	Lighting Electricity	T24 NG	NT24 NG
General Office Building	4.60	4.62	3.77	10.02	0.39
High Turnover (Sit Down Restaurant)	8.11	28.16	7.87	42.98	187.78
Quality Restaurant	8.11	28.16	7.87	42.98	187.78
Enclosed Parking with Elevator	3.92	0.19	1.75	-	-

Project Residential Land Uses

Apartments Mid Rise	258.09	3,054.10	741.44	4,697.18	6,281.00
	-	-	-	-	-

Title 24 (2019)

Project Non-Residential Land Uses	T24 Electricity	NT24 Electricity	Lighting Electricity	T24 NG	NT24 NG
0	-	-	-	-	-
General Office Building	**4.11**	**4.62**	**3.77**	**9.92**	**0.39**
High Turnover (Sit Down Restaurant)	**7.24**	**28.16**	**7.87**	**42.55**	**187.78**
Quality Restaurant	**7.24**	**28.16**	**7.87**	**42.55**	**187.78**
Enclosed Parking with Elevator	**3.50**	**0.19**	**1.75**	-	-

Project Residential Land Uses

Apartments Mid Rise	**252.93**	**3,054.10**	**741.44**	**4,462.32**	**6,281.00**
0	-	-	-	-	-

Sources:

California Emissions Estimator Model (CalEEMod), version 2016.3.2.

California Energy Commission, Impact Analysis, 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, Section 1.2 (Non-Residential), Table 19 (Multi-Family without PV), June 29, 2018. Available: https://ww2.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf. Accessed January 2020.

2311 N. Hollywood Way SCEA
Operational GHG Analysis - Year 2026

Estimated Electricity demand from Electric Vehicle Supply Equipment (EVSE)

Land Use Type	Number of Parking Spaces	Number of Parking Spaces with EV Chargers [b]	Average Charge (kWh/day) [a]	Days/Year	Electricity Demand (kWh/yr)	Electricity Demand (MWh/yr)
Total	**1619**	**144**	**4.4**	**365**	231,264	231.26

Electricity Emission Factor (MT CO2/MWh)	Electricity Emission Factor (lbs CO2/MWh)	Total EV Charging GHG Emissions Per Year
0.19	426.67	45.03

(MT CH4/MWh)	(lbs CH4/MWh)
1.32E-05	0.029

(MT N2O/MWh)	(lbs N2O/MWh)
2.80E-06	0.00617

Notes:

a. Estimated based on reference sources listed below.

b. Per 2019 CalGreen, 6% of non-residential parking spaces and 10% of residential parking spaces are required to be EV capable. (6%*(32+455))+(10%*1132) = 30+114 = 144

Sources:

US Department of Energy. Alternative Fuels Data Center, 2016. Hybrid and Plug-In Electric Vehicle Emissions Data Sources and Assumptions.
Available at: https://www.afdc.energy.gov/vehicles/electric_emissions_sources.html.

US Department of Energy. Smith, Margaret, 2016. Level 1 Electric Vehicle Charging Stations at the Workplace.
Available at: https://www.afdc.energy.gov/uploads/publication/WPCC_L1ChargingAtTheWorkplace_0716.pdf.

UCLA Luskin Center for Innovation. Williams, Brett and JR deShazo, 2013. Pricing Workplace Charging: Financial Viability and Fueling Costs.
Available at: http://luskin.ucla.edu/sites/default/files/Luskin-WPC-TRB-13-11-15d.pdf.

2019 Calgreen Building Standards Code, Title 24 Part 11
Available: https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT18LOBEBUSTCO_CH18.47GRBUSTCO_18.47.050AMCASE5.106.5.3.3TA5.106.5.3.WNOEVCHSPCHSTCA

2311 N. Hollywood Way SCEA

lbs/metric ton

Utility Provider: Burbank Water and Power

2204.623

Year	Total GHG Emissions (MT CO2e)	Retail Sales (MWh)	Electricity Emission Factor (lbs CO2/MWh)
2019	784069	1131017	1528.34
2020	788296	1130895	1536.74
2021	818056	1125830	1601.93
2022	756683	1120272	1489.10
2023	732286	1119348	1442.28
2024	708721	1114973	1401.35
2025	466709	1110388	926.63
2026	255365	1105523	509.25
2027	251592	1100398	504.06
2028	249915	1094837	503.24
2029	246363	1089478	498.53
2030	246628	1087672	499.89
2031	237701	1085843	482.61
2032	241416	1084303	490.85
2033	224537	1083035	457.07
2034	221995	1084297	451.37
2035	202495	1086976	410.70
2036	188060	1094485	378.81
2037	171789	1098195	344.87
2038	135467	1104836	270.31

[1] 2019 Burbank Water and Power Integrated Resouce Plan, https://burbankwaterandpower.com/images/administrative/downloads/CityCouncilApproved_2019_Integrated_Resource_Plan_DIGITAL.pdf

2311 N. Hollywood Way

Regional Emissions

Air Quality Construction Analysis

Regional Maximums Source	ROG	NOX	CO	SO2 lb/day	Total PM10	Total PM2.5
3.2 Demolition - 2022	1.4	21.5	22.4	0.06	2.4	1.0
3.3 Site Preparation - 2022	0.9	10.1	10.3	0.02	1.2	0.6
3.4 Grading/Excavation - 2022	2.5	64.3	43.7	0.24	8.7	2.8
3.5 Drainage/Utilities/Trenching - 2022	1.6	14.2	18.1	0.03	1.5	0.9
3.5 Drainage/Utilities/Trenching - 2023	1.5	13.2	17.8	0.03	1.4	0.9
3.6 Foundations/Concrete Pour - 2023	3.2	27.9	31.1	0.08	3.4	1.6
3.7 Building Construction - 2023	1.9	17.5	31.2	0.07	4.9	1.8
3.7 Building Construction - 2024	1.8	16.3	29.8	0.07	4.8	1.7
3.8 Paving - 2025	0.2	2.0	4.3	0.01	0.7	0.2
3.9 Architectural Coatings and Finishes - 2025	1.0	7.0	19.4	0.04	3.4	1.1
3.10 Other 1: Landscaping - 2025	0.5	4.6	7.7	0.02	1.0	0.4
3.11 Other 2: Off-Sites - 2025	0.5	4.6	7.7	0.02	1.0	0.4
Overlapping Phases						
	ROG	**NOX**	**CO**	**SO2**	**Total PM10**	**Total PM2.5**
2025						
Paving+Architectural Coating and Finishes	1.2	9.0	23.7	0.1	4.2	1.3
Architectural Coating and Finishes+Other 1+Other 2	2.0	16.2	34.8	0.1	5.5	1.8
Project Daily Maximum Emissions	**3.2**	**64.3**	**43.7**	**0.2**	**8.7**	**2.8**
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

2311 N. Hollywood Way

Summer

Air Quality Construction Analysis

Summer Regional Emissions	Onsite Emissions						Offsite Emissions					
Source	ROG	NOX	CO	SO2	Total PM10	Total PM2.5	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
	lb/day						lb/day					
3.2 Demolition - 2022	1.31	13.52	13.81	0.03	0.86	0.61	0.13	7.94	8.58	0.04	1.52	0.42
3.3 Site Preparation - 2022	0.89	9.59	7.49	0.02	0.59	0.42	0.05	0.53	2.81	0.01	0.65	0.16
3.4 Grading/Excavation - 2022	2.06	20.98	17.89	0.04	2.99	1.03	0.47	43.34	25.76	0.20	5.73	1.72
3.5 Drainage/Utilities/Trenching - 2022	1.52	13.64	15.25	0.02	0.82	0.78	0.05	0.53	2.81	0.01	0.65	0.16
3.5 Drainage/Utilities/Trenching - 2023	1.42	12.73	15.21	0.02	0.72	0.69	0.05	0.46	2.60	0.01	0.65	0.16
3.6 Foundations/Concrete Pour - 2023	3.00	24.19	20.42	0.04	1.05	1.00	0.18	3.67	10.68	0.03	2.34	0.60
3.7 Building Construction - 2023	1.64	16.01	15.31	0.03	0.75	0.71	0.29	1.50	15.89	0.04	4.16	1.05
3.7 Building Construction - 2024	1.54	14.91	15.18	0.03	0.67	0.63	0.26	1.36	14.66	0.04	4.16	1.05
3.8 Paving - 2025	0.16	1.46	1.90	0.00	0.08	0.08	0.04	0.54	2.39	0.01	0.66	0.17
3.9 Architectural Coatings and Finishes - 2025	0.84	6.04	9.14	0.01	0.29	0.28	0.18	1.00	10.29	0.03	3.13	0.79
3.10 Other 1: Landscaping - 2025	0.45	4.11	4.75	0.01	0.17	0.16	0.05	0.46	2.93	0.01	0.85	0.22
3.11 Other 2: Off-Sites - 2025	0.45	4.11	4.75	0.01	0.17	0.16	0.05	0.46	2.93	0.01	0.85	0.22

Regional Emissions	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
3.2 Demolition - 2022	1.44	21.46	22.39	0.06	2.38	1.03
3.3 Site Preparation - 2022	0.94	10.12	10.30	0.02	1.24	0.58
3.4 Grading/Excavation - 2022	2.53	64.32	43.65	0.24	8.73	2.76
3.5 Drainage/Utilities/Trenching - 2022	1.58	14.17	18.06	0.03	1.46	0.94
3.5 Drainage/Utilities/Trenching - 2023	1.47	13.20	17.82	0.03	1.37	0.85
3.6 Foundations/Concrete Pour - 2023	3.18	27.85	31.10	0.08	3.39	1.61
3.7 Building Construction - 2023	1.93	17.50	31.19	0.07	4.91	1.76
3.7 Building Construction - 2024	1.80	16.27	29.84	0.07	4.83	1.68
3.8 Paving - 2025	0.20	2.00	4.29	0.01	0.74	0.24
3.9 Architectural Coatings and Finishes - 2025	1.02	7.04	19.43	0.04	3.41	1.07
3.10 Other 1: Landscaping - 2025	0.49	4.57	7.68	0.02	1.02	0.37
3.11 Other 2: Off-Sites - 2025	0.49	4.57	7.68	0.02	1.02	0.37

Overlapping Phases	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
2025						
Paving+Architectural Coating and Finishes	1.2	9.0	23.7	0.1	4.2	1.3
Architectural Coating and Finishes+Other 1+Other 2	2.0	16.2	34.8	0.1	5.5	1.8
Project Daily Maximum Emissions	**3.18**	**64.32**	**43.65**	**0.24**	**8.73**	**2.76**

2311 N. Hollywood Way

Winter

Air Quality Construction Analysis

Winter Regional Emissions	Onsite Emissions						Offsite Emissions					
Source	ROG	NOX	CO	SO2	Total PM10	Total PM2.5	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
	lb/day						lb/day					
3.2 Demolition - 2022	1.31	13.52	13.81	0.025	0.86	0.61	0.13	7.94	8.58	0.04	1.52	0.42
3.3 Site Preparation - 2022	0.89	9.59	7.49	0.016	0.59	0.42	0.05	0.53	2.81	0.01	0.65	0.16
3.4 Grading/Excavation - 2022	2.06	20.98	17.89	0.041	2.99	1.03	0.47	43.34	25.76	0.20	5.73	1.72
3.5 Drainage/Utilities/Trenching - 2022	1.52	13.64	15.25	0.023	0.82	0.78	0.05	0.53	2.81	0.01	0.65	0.16
3.5 Drainage/Utilities/Trenching - 2023	1.42	12.73	15.21	0.023	0.72	0.69	0.05	0.46	2.60	0.01	0.65	0.16
3.6 Foundations/Concrete Pour - 2023	3.00	24.19	20.42	0.044	1.045	1.00	0.18	3.67	10.68	0.03	2.34	0.60
3.7 Building Construction - 2023	1.64	16.01	15.31	0.030	0.747	0.71	0.29	1.50	15.89	0.04	4.16	1.05
3.7 Building Construction - 2024	1.54	14.91	15.18	0.030	0.666	0.63	0.26	1.36	14.66	0.04	4.16	1.05
3.8 Paving - 2025	0.16	1.46	1.90	0.003	0.083	0.08	0.04	0.54	2.39	0.01	0.66	0.17
3.9 Architectural Coatings and Finishes - 2025	0.84	6.04	9.14	0.014	0.289	0.28	0.18	1.00	10.29	0.03	3.13	0.79
3.10 Other 1: Landscaping - 2025	0.45	4.11	4.75	0.011	0.169	0.16	0.05	0.46	2.93	0.01	0.85	0.22
3.11 Other 2: Off-Sites - 2025	0.45	4.11	4.75	0.011	0.169	0.16	0.05	0.46	2.93	0.01	0.85	0.22

Regional Emissions	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
3.2 Demolition - 2022	1.4	21.5	22.4	0.1	2.4	1.0
3.3 Site Preparation - 2022	0.9	10.1	10.3	0.0	1.2	0.6
3.4 Grading/Excavation - 2022	2.5	64.3	43.7	0.2	8.7	2.8
3.5 Drainage/Utilities/Trenching - 2022	1.6	14.2	18.1	0.0	1.5	0.9
3.5 Drainage/Utilities/Trenching - 2023	1.5	13.2	17.8	0.0	1.4	0.9
3.6 Foundations/Concrete Pour - 2023	3.2	27.9	31.1	0.1	3.4	1.6
3.7 Building Construction - 2023	1.9	17.5	31.2	0.1	4.9	1.8
3.7 Building Construction - 2024	1.8	16.3	29.8	0.1	4.8	1.7
3.8 Paving - 2025	0.2	2.0	4.3	0.0	0.7	0.2
3.9 Architectural Coatings and Finishes - 2025	1.0	7.0	19.4	0.0	3.4	1.1
3.10 Other 1: Landscaping - 2025	0.5	4.6	7.7	0.0	1.0	0.4
3.11 Other 2: Off-Sites - 2025	0.5	4.6	7.7	0.0	1.0	0.4

Overlapping Phases	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
2025						
Paving+Architectural Coating and Finishes	1.2	9.0	23.7	0.1	4.2	1.3
Architectural Coating and Finishes+Other 1+Other 2	2.0	16.2	34.8	0.1	5.5	1.8
Project Daily Maximum Emissions	**3.18**	**64.32**	**43.65**	**0.24**	**8.73**	**2.76**

2311 N. Hollywood Way

Air Quality Construction Analysis

Localized Emissions	Onsite Emissions			
Source	NOX	CO	Total PM10	Total PM2.5
	lb/day			
3.2 Demolition - 2022	13.52	13.81	0.86	0.61
3.3 Site Preparation - 2022	9.59	7.49	0.59	0.42
3.4 Grading/Excavation - 2022	20.98	17.89	2.99	1.03
3.5 Drainage/Utilities/Trenching - 2022	13.64	15.25	0.82	0.78
3.5 Drainage/Utilities/Trenching - 2023	12.73	15.21	0.72	0.69
3.6 Foundations/Concrete Pour - 2023	24.19	20.42	1.05	1.00
3.7 Building Construction - 2023	16.01	15.31	0.75	0.71
3.7 Building Construction - 2024	14.91	15.18	0.67	0.63
3.8 Paving - 2025	1.46	1.90	0.08	0.08
3.9 Architectural Coatings and Finishes - 2025	6.04	9.14	0.29	0.28
3.10 Other 1: Landscaping - 2025	4.11	4.75	0.17	0.16
3.11 Other 2: Off-Sites - 2025	4.11	4.75	0.17	0.16

Localized Emissions	NOX	CO	Total PM10	Total PM2.5
3.2 Demolition - 2022	14	14	0.9	0.6
3.3 Site Preparation - 2022	10	7	0.6	0.4
3.4 Grading/Excavation - 2022	21	18	3.0	1.0
3.5 Drainage/Utilities/Trenching - 2022	14	15	0.8	0.8
3.5 Drainage/Utilities/Trenching - 2023	13	15	0.7	0.7
3.6 Foundations/Concrete Pour - 2023	24	20	1.0	1.0
3.7 Building Construction - 2023	16	15	0.7	0.7
3.7 Building Construction - 2024	15	15	0.7	0.6
3.8 Paving - 2025	1	2	0.1	0.1
3.9 Architectural Coatings and Finishes - 2025	6	9	0.3	0.3
3.10 Other 1: Landscaping - 2025	4	5	0.2	0.2
3.11 Other 2: Off-Sites - 2025	4	5	0.2	0.2

Overlapping Phases				
	NOX	CO	Total PM10	Total PM2.5
2025				
Paving+Architectural Coating and Finishes	7.5	50.9	2.6	2.5
Architectural Coating and Finishes+Other 1+Other 2	14.3	18.6	0.6	0.6
Project Daily Maximum Emissions	**24.2**	**50.9**	**3.0**	**2.5**

SCAQMD Regional Significance Threshold	144.0	2786.0	62.0	21.0
Exceeds Threshold?	No	No	No	No

2311 N. Hollywood Way

Total On-Road Emissions

	312	Max construction days per year			
Construction Phase	**Daily One-Way Trips**	**Haul Days per Phase (days)**	**Work Hours per Day (hours/day)**	**One-Way Trip Distance per Day (miles)**	**Idling per Day (minutes)**
Demolition	2022				
Total Haul Trips	1650				
Hauling	32	53	8	18	15
Vendor	20	53	8	6.9	15
Worker	80	53	8	14.7	0
					Total:
Site Preparation	2022				
Total Haul Trips	0				
Hauling	0	39	8	18	15
Vendor	4	39	8	6.9	15
Worker	60	39	8	14.7	0
					Total:
Grading/Excavation	2022				
Total Haul Trips	2446				
Hauling	140	18	8	35	15
Vendor	44	18	8	6.9	15
Worker	60	18	8	14.7	0
					Total:
Drainage/Utilities/Trenching	2022				
Total Haul Trips	0				
Hauling	0	26	8	35	15
Vendor	4	26	8	6.9	15
Worker	60	26	8	14.7	0
					Total:
Drainage/Utilities/Trenching	2023				
Total Haul Trips	0				
Hauling	0	27	8	35	15
Vendor	4	27	8	6.9	15
Worker	60	27	8	14.7	0
					Total:
Foundations/Concrete Pour	2023				
Total Haul Trips	0				
Hauling	0	182	8	35	15
Vendor	44	182	8	6.9	15
Worker	200	182	8	14.7	0
					Total:
Building Construction	2023				
Total Haul Trips	0				
Hauling	0	106	8	35	15
Vendor	4	106	8	6.9	15
Worker	400	106	8	14.7	0
					Total:
Building Construction	2024				
Total Haul Trips	0				
Hauling	0	312	8	35	15
Vendor	4	312	8	6.9	15
Worker	400	312	8	14.7	0
					Total:
Paving	2025				
Total Haul Trips	0				
Hauling	0	77	8	35	15
Vendor	6	77	8	6.9	15
Worker	60	77	8	14.7	0
					Total:

2311 N. Hollywood Way

Total On-Road Emissions

	312	Max construction days per year			
Construction Phase	**Daily One-Way Trips**	**Haul Days per Phase (days)**	**Work Hours per Day (hours/day)**	**One-Way Trip Distance per Day (miles)**	**Idling per Day (minutes)**
Architectural Coatings and Finish	2025				
Total Haul Trips	0				
Hauling	0	234	8	35	15
Vendor	4	234	8	6.9	15
Worker	300	234	8	14.7	0
					Total:
Other 1: Landscaping	2025				
Total Haul Trips	0				
Hauling	0	131	8	35	15
Vendor	4	131	8	6.9	15
Worker	80	131	8	14.7	0
					Total:
Other 2: Off-Sites	2025				
Total Haul Trips	0				
Hauling	0	131	8	35	15
Vendor	4	131	8	6.9	15
Worker	80	131	8	14.7	0
					Total:

2311 N. Hollywood Way

Total On-Road Emissions

Construction Phase	Regional Emissions (pounds/day)										(MT/yr)
	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5	Total CO2e
Demolition											
Total Haul Trips											
Hauling	0.05	6.03	3.90	0.02	0.54	0.03	0.57	0.14	0.03	0.18	65.34
Vendor	0.02	1.63	1.28	0.01	0.12	0.01	0.13	0.03	0.01	0.04	15.86
Worker	0.07	0.27	3.40	0.01	0.82	0.01	0.83	0.20	0.00	0.21	20.39
	0.13	7.94	8.58	0.04	1.48	0.05	1.52	0.38	0.04	0.42	101.59
Site Preparation											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.33	0.26	0.00	0.02	0.00	0.03	0.01	0.00	0.01	2.33
Worker	0.05	0.21	2.55	0.01	0.62	0.00	0.62	0.15	0.00	0.16	11.25
	0.05	0.53	2.81	0.01	0.64	0.01	0.65	0.16	0.00	0.16	13.59
Grading/Excavation											
Total Haul Trips											
Hauling	0.38	39.55	20.40	0.18	4.56	0.28	4.84	1.22	0.27	1.48	169.12
Vendor	0.04	3.58	2.81	0.01	0.26	0.01	0.28	0.07	0.01	0.08	11.85
Worker	0.05	0.21	2.55	0.01	0.62	0.00	0.62	0.15	0.00	0.16	5.19
	0.47	43.34	25.76	0.20	5.43	0.30	5.73	1.44	0.28	1.72	186.16
Drainage/Utilities/Trenching											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.33	0.26	0.00	0.02	0.00	0.03	0.01	0.00	0.01	1.56
Worker	0.05	0.21	2.55	0.01	0.62	0.00	0.62	0.15	0.00	0.16	7.50
	0.05	0.53	2.81	0.01	0.64	0.01	0.65	0.16	0.00	0.16	9.06
Drainage/Utilities/Trenching											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.28	0.26	0.00	0.02	0.00	0.02	0.01	0.00	0.01	1.58
Worker	0.04	0.18	2.34	0.01	0.62	0.00	0.62	0.15	0.00	0.16	7.61
	0.05	0.46	2.60	0.01	0.64	0.00	0.65	0.16	0.00	0.16	9.19
Foundations/Concrete Pour											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.03	3.06	2.87	0.01	0.26	0.01	0.27	0.07	0.01	0.08	117.27
Worker	0.15	0.61	7.81	0.02	2.06	0.01	2.07	0.51	0.01	0.52	171.03
	0.18	3.67	10.68	0.03	2.32	0.03	2.34	0.58	0.02	0.60	288.30
Building Construction											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.28	0.26	0.00	0.02	0.00	0.02	0.01	0.00	0.01	6.21
Worker	0.29	1.22	15.62	0.04	4.11	0.02	4.14	1.02	0.02	1.05	199.23
	0.29	1.50	15.89	0.04	4.14	0.03	4.16	1.03	0.02	1.05	205.44
Building Construction											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.27	0.26	0.00	0.02	0.00	0.02	0.01	0.00	0.01	17.99
Worker	0.26	1.09	14.40	0.04	4.11	0.02	4.14	1.02	0.02	1.04	572.05
	0.26	1.36	14.66	0.04	4.14	0.02	4.16	1.03	0.02	1.05	590.04
Paving											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.39	0.38	0.00	0.04	0.00	0.04	0.01	0.00	0.01	6.54
Worker	0.03	0.15	2.01	0.01	0.62	0.00	0.62	0.15	0.00	0.16	20.68
	0.04	0.54	2.39	0.01	0.65	0.00	0.66	0.16	0.00	0.17	27.23

2311 N. Hollywood Way

Total On-Road Emissions

Construction Phase	Regional Emissions (pounds/day)										(MT/yr)
	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5	Total CO2e
Architectural Coatings and Finish											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.26	0.25	0.00	0.02	0.00	0.02	0.01	0.00	0.01	13.26
Worker	0.17	0.74	10.03	0.03	3.08	0.02	3.10	0.77	0.02	0.78	314.29
	0.18	1.00	10.29	0.03	3.11	0.02	3.13	0.77	0.02	0.79	327.55
Other 1: Landscaping											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.26	0.25	0.00	0.02	0.00	0.02	0.01	0.00	0.01	7.42
Worker	0.05	0.20	2.68	0.01	0.82	0.00	0.83	0.20	0.00	0.21	46.92
	0.05	0.46	2.93	0.01	0.85	0.01	0.85	0.21	0.01	0.22	54.34
Other 2: Off-Sites											
Total Haul Trips											
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.26	0.25	0.00	0.02	0.00	0.02	0.01	0.00	0.01	7.42
Worker	0.05	0.20	2.68	0.01	0.82	0.00	0.83	0.20	0.00	0.21	46.92
	0.05	0.46	2.93	0.01	0.85	0.01	0.85	0.21	0.01	0.22	54.34

2311 N. Hollywood Way

Construction Annual GHG

	Metric Tons/Year			
Year	**On-Road Mobile Sources**	**CalEEMod**	**Water + Construction Office**	**Total**
2022	310	146	48	504
2023	503	474	94	1,071
2024	590	411	95	1,096
2025	463	281	95	839
Total	**1,403**	**1,031**	**237**	**3,510**
Amortized - 30 years	**47**	**34**	**8**	**117**

2311 N. Hollywood Way
Construction GHG Analysis

Temporary Construction Trailer - Electricity

Land Use	Square Feet	Energy Use per year (kWh)	Estimated Project Construction Duration (years)	Total Energy Use (kWh)	Construction Office GHG Emissions Total	Electricity Emission Factor (MT CO2/MWh)	Electricity Emission Factor (lbs CO2/MWh)
General Office	1,000	12,500	3.5	43,750	29.60	0.68	1489.10
						(MT CH4/MWh)	(lbs CH4/MWh)
						1.32E-05	0.029
						(MT N2O/MWh)	(lbs N2O/MWh)
						2.80E-06	0.00617

Note: CalEEMod 2020.4.0 used to estimate energy use for temporary construction office

2311 N. Hollywood Way
Construction GHG Analysis

Construction Water Energy Estimates

Project Acres	10.43
Construction Duration (years)	3.5

Source	Construction Water Use per Day (Mgal)	Total Construction Water Use (Mgal)	Total Electricity Demand from water Demand (kWh)	Annual Electricity Demand from water Demand (kWh)
Project	0.031	34.325	446,948	127,699
CalEEMod Water Electricity Factors	**Electricity Intensity Factor To Supply (kWh/Mgal)**	**Electricity Intensity Factor To Treat (kWh/Mgal)**	**Electricity Intensity Factor To Distribute (kWh/Mgal)**	**Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)**
Project	9727	111	1272	1911

Construction Water GHG Emissions Total
302.41

Electricity Emission Factor (MT CO2/MWh)	Electricity Emission Factor (lbs CO2/MWh)
0.68	1489.10
(MT CH4/MWh)	**(lbs CH4/MWh)**
1.32E-05	0.029
(MT N2O/MWh)	**(lbs N2O/MWh)**
2.80E-06	0.00617

Sources:

Electricity Emission Factors for Burbank Water and Power in 2022.

Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore (20.94 GAL/SF/year) x (43,560 SF/acre) / (365 days/year) / (0.85) = 2,940 gallons/acre/day, rounded up to 3,000 gallons/acre/day. (U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. “Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. Page 12, Table 4 - Annual Irrigation Factor – Landscaped Areas with High Water Requirements).

2311 N Hollywood Way SCEA
Air Quality and GHG Assessment
Operational Mobile Emissions

				Criteria Pollutant Emission Factors (lb/mile)										GHG Emissions (metric tons/mile)				Criteria Pollutant Emissions (pounds/day)								GHG Emissions (metric tons/year)			
	Year	Max Daily VMT	Annual VMT	ROG	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total	CO2	CH4	N2O	CO2e	ROG	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total	CO2	CH4	N2O	CO2e
																												1	*25*	*298*	
Existing	2021	10,052.39	3,669,123	3.97E-04	6.30E-04	3.92E-03	8.76E-06	6.61E-04	5.81E-05	7.19E-04	1.62E-04	2.29E-05	1.85E-04	4.10E-04	2.37E-08	2.28E-08	4.18E-04	3.99	6.34	39.40	0.09	6.65	0.58	7.23	1.63	0.23	1.86	1,506.14	0.09	0.08	1,533.29
Project	2026	54,153.31	19,765,959	3.02E-04	2.29E-04	2.63E-03	7.02E-06	6.61E-04	4.80E-05	7.09E-04	1.62E-04	1.75E-05	1.80E-04	3.23E-04	1.14E-08	1.05E-08	3.26E-04	16.36	12.38	142.24	0.38	35.80	2.60	38.40	8.79	0.95	9.73	6,374.90	0.23	0.21	6,442.31
Delta																		12.37	6.05	102.84	0.29	29.15	2.01	31.17	7.16	0.71	7.87	4,868.76	0.14	0.12	4,909.02
Delta (rounded)																		12	6	103	-	29	2	31	7	1	8				

Preliminary Trip Generation from Gibson

Project				
	Daily Trip rate	**Trip length (mi)**	**Daily VMT**	**Annual VMT**
Multi-family housing (mid-rise)	4220	9.39	39,616	14,459,998
Restaurant	705	3.91	2,757	1,006,417
Office	1331	8.85	11,780	4,299,544
Total	**6256**		**54,153**	**19,765,959**
Existing				
Electronics Store	3002	3.35	10,052	3,669,123
Total	**3002**		**10,052**	**3,669,123**

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %			Average Primary Trip Length (mi)	Average Overall Trip Length (mi)
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by		
Apartments Mid Rise	14.7	5.9	8.7	40%	19%	41%	86%	11%	3%	10.57	9.39
Enclosed Parking with Elevator	16.6	8.4	6.9	0%	0%	0%	0%	0%	0%	0.00	0.00
General Office Building	16.6	8.4	6.9	33%	48%	19%	77%	19%	4%	10.82	8.85
High Turnover (Sit Down	16.6	8.4	6.9	9%	73%	19%	37%	20%	43%	8.81	3.74
Quality Restaurant	16.6	8.4	6.9	12%	69%	19%	38%	18%	44%	9.10	3.91

Source: CalEEMod Operations Run, ESA, 2021.

	Miles			Trip %			Trip Purpose %			Average Primary Trip Length (mi)	Average Overall Trip Length (mi)
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by		
Electronic Superstore	16.6	8.4	6.9	16%	66%	19%	27%	33%	40%	9.39	3.35

Source: CalEEMod Existing Run, ESA, 2021.

Summary Table

Project Criteria Pollutant Emissions (pounds/day)

Project GHG Emissions (metric tons/year)

	ROG	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total	CO2	CH4	N2O	CO2e
Area	22.6485	0.8532	71.2442	0.00398			0.3976			0.3976				15.40
Energy	0.3859	3.3617	1.8535	0.0211			0.2669			0.2669				2,870.86
Mobile	16.36	12.38	142.24	0.38			38.40			9.73				6,442.31
Waste														320.1672
Water														511.45
Total	39.40	16.60	215.34	0.41			39.06			10.40				10,160.17

Area	23	<1	71	<1			<1			<1				15
Energy	<1	3	2	<1			<1			<1				2871
Mobile	16	12	142	<1			38			10				6442
Waste														320
Water														511
Total	39	17	215	<1			39			10				10160
											Ops Total + Construction amortized			10,277

Existing Criteria Pollutant Emissions (pounds/day)

	ROG	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total	CO2	CH4	N2O	CO2e
Area	2.0924	0.0001	0.0108	0			0.00004			0.00004				0.0028
Energy	0.00509	0.0463	0.0389	0.00028			0.00351			0.00351				1013.6318
Mobile	3.99	6.34	39.40	0.09			7.23			1.86				1,533.29
Waste														159.7366
Water														123.5337
Total	6.089871	6.382065	39.45363	0.088324			7.23			1.86				2830.20

Area	2	<1	<1	<1			<1			<1				<1
Energy	<1	<1	<1	<1			<1			<1				1014
Mobile	4	6	39	<1			7			2				1533
Waste														160
Water														124
Total	6	6	39	<1			7			2				2830

Net	33.31	10.22	175.89	0.32			31.83			8.53				7441.61
Net (rounded)	33	10	176	<1			32			9				7442

Region	(All)

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of Total VMT
2021	55.05339708	87.36637682	543.3649619	1.214097907	8.05780768	3.174133447	125446.2377	7.246939087	6.981604919	277237228.5
2026	41.76891477	31.60554617	363.0668057	0.970495416	6.628067024	2.412151761	98281.82988	3.487664657	3.194743326	276448167.3
Grand Total	**96.82231185**	**118.971923**	**906.4317676**	**2.184593323**	**14.6858747**	**5.586285208**	**223728.0676**	**10.73460374**	**10.17634824**	**553685395.7**

Tons/Day

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of Total VMT
2021	55.05339708	87.36637682	543.3649619	1.214097907	8.05780768	3.174133447	125446.2377	7.246939087	6.981604919	277237228.5
2026	41.76891477	31.60554617	363.0668057	0.970495416	6.628067024	2.412151761	98281.82988	3.487664657	3.194743326	276448167.3

Emissions Factors

	lbs/mile						MT/mile			
	ROG	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**	**CO2e**
2021	0.000397157	0.000630264	0.003919856	8.75855E-06	5.81293E-05	2.28983E-05	0.000410489	2.37137E-08	2.28454E-08	0.00041789
2026	0.000302183	0.000228654	0.002626654	7.02117E-06	4.79516E-05	1.7451E-05	0.000322519	1.1445E-08	1.04838E-08	0.000325929

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: County
Region: Los Angeles
Calendar Year: 2021, 2022, 2023, 2024, 2025, 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Populatio	Total VMT	CVMT	EVMT	Trips	Energy Co	NOx_RUN	NOx_IDLE	NOx_STRE	NOx_TOT	PM2.5_RU	PM2.5_ID	PM2.5_ST	PM2.5_TO
Los Angele	2021	HHDT	Aggregate	Aggregate	Gasoline	75.0281	3887.51	3887.51	0	1501.16	0	0.03827	0	0.00117	0.03945	9.9E-06	0	2.8E-06	1.3E-05
Los Angele	2021	HHDT	Aggregate	Aggregate	Diesel	48766.1	6460142	6460142	0	750235	0	21.1706	4.00731	1.82371	27.0017	0.24134	0.00372	0	0.24506
Los Angele	2021	HHDT	Aggregate	Aggregate	Natural G	4983.19	346932	346932	0	33922.3	0	0.42467	0.05373	0	0.4784	0.00103	8.4E-05	0	0.00112
Los Angele	2021	LDA	Aggregate	Aggregate	Gasoline	3545010	1.4E+08	1.4E+08	0	1.7E+07	0	9.40049	0	5.1812	14.5817	0.24489	0	0.04004	0.28493
Los Angele	2021	LDA	Aggregate	Aggregate	Diesel	10899.4	337733	337733	0	45669.1	0	0.11621	0	0	0.11621	0.01265	0	0	0.01265
Los Angele	2021	LDA	Aggregate	Aggregate	Electricity	106232	4612800	0	4612800	535480	1780922	0	0	0	0	0	0	0	0
Los Angele	2021	LDA	Aggregate	Aggregate	Plug-in Hy	69953	3315155	1759447	1555708	289255	469870	0.01347	0	0.03557	0.04904	0.00331	0	0.00076	0.00407
Los Angele	2021	LDT1	Aggregate	Aggregate	Gasoline	335060	1.2E+07	1.2E+07	0	1473646	0	3.22972	0	0.80668	4.03641	0.03945	0	0.00588	0.04532
Los Angele	2021	LDT1	Aggregate	Aggregate	Diesel	165.571	3422.32	3422.32	0	499.803	0	0.0058	0	0	0.0058	0.00098	0	0	0.00098
Los Angele	2021	LDT1	Aggregate	Aggregate	Electricity	594.779	17774.9	0	17774.9	2655.1	6862.59	0	0	0	0	0	0	0	0
Los Angele	2021	LDT1	Aggregate	Aggregate	Plug-in Hy	77.977	4071.77	2071.32	2000.45	322.435	604.197	1.6E-05	0	4E-05	5.6E-05	2.6E-06	0	5.8E-07	3.2E-06
Los Angele	2021	LDT2	Aggregate	Aggregate	Gasoline	1494791	6E+07	6E+07	0	7010041	0	7.76033	0	3.24268	11.003	0.11195	0	0.01695	0.1289
Los Angele	2021	LDT2	Aggregate	Aggregate	Diesel	4067.1	178294	178294	0	19749.4	0	0.01362	0	0	0.01362	0.00162	0	0	0.00162
Los Angele	2021	LDT2	Aggregate	Aggregate	Electricity	1755.77	65215.9	0	65215.9	9046	25178.7	0	0	0	0	0	0	0	0
Los Angele	2021	LDT2	Aggregate	Aggregate	Plug-in Hy	5724.83	290931	150201	140730	23672.2	42504.7	0.00115	0	0.00291	0.00406	0.00025	0	5.6E-05	0.0003
Los Angele	2021	LHDT1	Aggregate	Aggregate	Gasoline	125787	4735958	4735958	0	1874045	0	1.29178	0.00545	1.39676	2.69398	0.0062	0	0.00086	0.00706
Los Angele	2021	LHDT1	Aggregate	Aggregate	Diesel	47720.7	1976738	1976738	0	600267	0	4.29432	0.11577	0	4.41009	0.06279	0.00143	0	0.06422
Los Angele	2021	LHDT2	Aggregate	Aggregate	Gasoline	19369	700200	700200	0	288569	0	0.18596	0.00084	0.21771	0.40452	0.00082	0	0.00011	0.00093
Los Angele	2021	LHDT2	Aggregate	Aggregate	Diesel	20790.8	860090	860090	0	261522	0	1.58962	0.05004	0	1.63966	0.02594	0.00062	0	0.02657
Los Angele	2021	MCY	Aggregate	Aggregate	Gasoline	139533	887681	887681	0	279065	0	0.58775	0	0.04635	0.6341	0.00204	0	0.00116	0.0032
Los Angele	2021	MDV	Aggregate	Aggregate	Gasoline	927329	3.4E+07	3.4E+07	0	4272583	0	7.60266	0	2.73891	10.3416	0.07001	0	0.01167	0.08168
Los Angele	2021	MDV	Aggregate	Aggregate	Diesel	10364.1	413442	413442	0	49396.4	0	0.06594	0	0	0.06594	0.00495	0	0	0.00495
Los Angele	2021	MDV	Aggregate	Aggregate	Electricity	1858.07	69084.3	0	69084.3	9576.15	26672.2	0	0	0	0	0	0	0	0
Los Angele	2021	MDV	Aggregate	Aggregate	Plug-in Hy	3869.66	175356	92900.3	82455.6	16001.1	24904	0.00071	0	0.00197	0.00268	0.00019	0	4.6E-05	0.00024
Los Angele	2021	MH	Aggregate	Aggregate	Gasoline	17939.7	163646	163646	0	1794.68	0	0.11156	0	0.00075	0.1123	0.0003	0	1E-06	0.0003
Los Angele	2021	MH	Aggregate	Aggregate	Diesel	5123.99	51345.3	51345.3	0	512.399	0	0.2343	0	0	0.2343	0.00632	0	0	0.00632
Los Angele	2021	MHDT	Aggregate	Aggregate	Gasoline	16101.2	859044	859044	0	322152	0	0.64852	0.00158	0.1604	0.8105	0.00094	0	0.0002	0.00114
Los Angele	2021	MHDT	Aggregate	Aggregate	Diesel	59029.3	2506616	2506616	0	719961	0	4.80963	1.05678	1.11677	6.98317	0.0577	0.00293	0	0.06063
Los Angele	2021	MHDT	Aggregate	Aggregate	Natural G	726.112	35409.1	35409.1	0	6456.77	0	0.00515	0.00541	0	0.01056	2.9E-05	1.3E-05	0	4.1E-05
Los Angele	2021	OBUS	Aggregate	Aggregate	Gasoline	4102.63	172390	172390	0	82085.4	0	0.11206	0.00029	0.03646	0.14882	0.00014	0	2.5E-05	0.00016
Los Angele	2021	OBUS	Aggregate	Aggregate	Diesel	2087.78	166923	166923	0	26930.7	0	0.48245	0.04873	0.04203	0.57322	0.00947	9.6E-05	0	0.00957
Los Angele	2021	OBUS	Aggregate	Aggregate	Natural G	362.057	21787.9	21787.9	0	3222.31	0	0.00395	0.00063	0	0.00457	1.5E-05	1.3E-06	0	1.7E-05
Los Angele	2021	SBUS	Aggregate	Aggregate	Gasoline	1305.05	59581.8	59581.8	0	5220.2	0	0.03626	0.00133	0.00404	0.04162	7.8E-05	0	2.9E-06	8.1E-05
Los Angele	2021	SBUS	Aggregate	Aggregate	Diesel	2087.21	43703.5	43703.5	0	30222.8	0	0.44049	0.07654	0.00614	0.52317	0.00257	0.00011	0	0.00268
Los Angele	2021	SBUS	Aggregate	Aggregate	Natural G	1358.46	34576.5	34576.5	0	19670.6	0	0.03645	0.0079	0	0.04435	0.00016	1.7E-05	0	0.00017
Los Angele	2021	UBUS	Aggregate	Aggregate	Gasoline	436.951	31027.4	31027.4	0	1747.8	0	0.00873	0	0.00176	0.01049	3E-05	0	7.8E-07	3.1E-05
Los Angele	2021	UBUS	Aggregate	Aggregate	Diesel	46.4228	7323.77	7323.77	0	185.691	0	0.01323	0	0	0.01323	5.2E-05	0	0	5.2E-05
Los Angele	2021	UBUS	Aggregate	Aggregate	Electricity	85.8645	4844.36	0	4844.36	343.458	10234.3	0	0	0	0	0	0	0	0
Los Angele	2021	UBUS	Aggregate	Aggregate	Natural G	3890.15	419616	419616	0	15560.6	0	0.33414	0	0	0.33414	0.00016	0	0	0.00016
Los Angele	2026	LDA	Aggregate	Aggregate	Gasoline	3294447	1.3E+08	1.3E+08	0	1.5E+07	0	5.22323	0	3.7959	9.01913	0.18774	0	0.03125	0.21899
Los Angele	2026	LDA	Aggregate	Aggregate	Diesel	7603.83	223728	223728	0	31267.4	0	0.04642	0	0	0.04642	0.00524	0	0	0.00524
Los Angele	2026	LDA	Aggregate	Aggregate	Electricity	213118	1E+07	0	1E+07	1056774	3937552	0	0	0	0	0	0	0	0
Los Angele	2026	LDA	Aggregate	Aggregate	Plug-in Hy	105578	4790507	2259417	2531090	436567	764465	0.01722	0	0.05368	0.0709	0.00327	0	0.00089	0.00416
Los Angele	2026	LDT1	Aggregate	Aggregate	Gasoline	309047	1.1E+07	1.1E+07	0	1361992	0	1.84196	0	0.55316	2.39512	0.02615	0	0.004	0.03015
Los Angele	2026	LDT1	Aggregate	Aggregate	Diesel	91.7166	1779.5	1779.5	0	253.839	0	0.0029	0	0	0.0029	0.00049	0	0	0.00049
Los Angele	2026	LDT1	Aggregate	Aggregate	Electricity	1278.6	57366.1	0	57366.1	6167.55	22148	0	0	0	0	0	0	0	0
Los Angele	2026	LDT1	Aggregate	Aggregate	Plug-in Hy	902.381	44904	19114.9	25789	3731.35	7789.06	0.00015	0	0.00046	0.0006	1.9E-05	0	5.4E-06	2.5E-05
Los Angele	2026	LDT2	Aggregate	Aggregate	Gasoline	1657464	6.8E+07	6.8E+07	0	7802414	0	4.71032	0	2.4136	7.12392	0.10106	0	0.01587	0.11693
Los Angele	2026	LDT2	Aggregate	Aggregate	Diesel	5511.93	235023	235023	0	26496.8	0	0.01063	0	0	0.01063	0.00124	0	0	0.00124
Los Angele	2026	LDT2	Aggregate	Aggregate	Electricity	17540.1	622535	0	622535	88932.4	240350	0	0	0	0	0	0	0	0
Los Angele	2026	LDT2	Aggregate	Aggregate	Plug-in Hy	19022.9	904946	402642	502304	78659.8	151711	0.00307	0	0.00967	0.01274	0.00047	0	0.00013	0.0006
Los Angele	2026	LHDT1	Aggregate	Aggregate	Gasoline	126346	5055908	5055908	0	1882373	0	0.7087	0.00468	1.18577	1.89915	0.00595	0	0.00056	0.00651
Los Angele	2026	LHDT1	Aggregate	Aggregate	Diesel	63748.1	2790672	2790672	0	801871	0	2.72875	0.11129	0	2.84004	0.05255	0.00186	0	0.05441
Los Angele	2026	LHDT1	Aggregate	Aggregate	Electricity	2705.38	180528	0	180528	37823.3	100893	0	0	0	0	0	0	0	0
Los Angele	2026	LHDT2	Aggregate	Aggregate	Gasoline	19134	715698	715698	0	285068	0	0.10082	0.00071	0.18475	0.28629	0.00076	0	6.8E-05	0.00082
Los Angele	2026	LHDT2	Aggregate	Aggregate	Diesel	29198.6	1249448	1249448	0	367282	0	1.1049	0.05043	0	1.15533	0.02415	0.00086	0	0.02502
Los Angele	2026	LHDT2	Aggregate	Aggregate	Electricity	700.193	44431.3	0	44431.3	9288.37	24848	0	0	0	0	0	0	0	0
Los Angele	2026	MCY	Aggregate	Aggregate	Gasoline	157750	1027979	1027979	0	315500	0	0.59201	0	0.03981	0.63182	0.00245	0	0.00116	0.00361
Los Angele	2026	MDV	Aggregate	Aggregate	Gasoline	983860	3.8E+07	3.8E+07	0	4569223	0	3.98077	0	1.81078	5.79155	0.05609	0	0.00946	0.06555
Los Angele	2026	MDV	Aggregate	Aggregate	Diesel	11515.1	444014	444014	0	54012	0	0.03887	0	0	0.03887	0.00329	0	0	0.00329
Los Angele	2026	MDV	Aggregate	Aggregate	Electricity	18883.7	669424	0	669424	95710.6	258453	0	0	0	0	0	0	0	0
Los Angele	2026	MDV	Aggregate	Aggregate	Plug-in Hy	11552.4	508657	227852	280805	47769	84811.5	0.00174	0	0.00587	0.00761	0.00029	0	8.7E-05	0.00038
Los Angele	2026	MH	Aggregate	Aggregate	Gasoline	15047.2	152784	152784	0	1505.33	0	0.05097	0	0.00069	0.05166	0.0002	0	6.1E-07	0.0002
Los Angele	2026	MH	Aggregate	Aggregate	Diesel	5962.37	62775.4	62775.4	0	596.237	0	0.22087	0	0	0.22087	0.00511	0	0	0.00511
Los Angele	2026	MHDT	Aggregate	Aggregate	Gasoline	14163.4	775954	775954	0	283382	0	0.27621	0.00134	0.12544	0.40299	0.00081	0	0.00014	0.00095
Los Angele	2026	MHDT	Aggregate	Aggregate	Diesel	63106.3	2623565	2623565	0	776162	0	2.51608	0.85486	1.38205	4.75299	0.02704	0.00122	0	0.02827
Los Angele	2026	MHDT	Aggregate	Aggregate	Electricity	1042.07	58046	0	58046	14012.5	60698.7	0	0	0	0	0	0	0	0
Los Angele	2026	MHDT	Aggregate	Aggregate	Natural G	992.946	45796.8	45796.8	0	8489.73	0	0.00509	0.00739	0	0.01249	4.5E-05	2.1E-05	0	6.6E-05
Los Angele	2026	OBUS	Aggregate	Aggregate	Gasoline	3514.03	134350	134350	0	70308.8	0	0.06145	0.00024	0.03054	0.09224	0.00013	0	2.2E-05	0.00015
Los Angele	2026	OBUS	Aggregate	Aggregate	Diesel	2250.52	170564	170564	0	29510.7	0	0.32066	0.03871	0.05423	0.4136	0.00585	4.2E-05	0	0.00589
Los Angele	2026	OBUS	Aggregate	Aggregate	Electricity	32.5848	2386.03	0	2386.03	651.957	2512.27	0	0	0	0	0	0	0	0
Los Angele	2026	OBUS	Aggregate	Aggregate	Natural G	358.96	20858.7	20858.7	0	3194.75	0	0.00298	0.00061	0	0.0036	2E-05	1.5E-06	0	2.1E-05
Los Angele	2026	SBUS	Aggregate	Aggregate	Gasoline	1491.02	68409.3	68409.3	0	5964.07	0	0.03248	0.00146	0.00496	0.0389	7.9E-05	0	3.3E-06	8.2E-05
Los Angele	2026	SBUS	Aggregate	Aggregate	Diesel	1845.33	37526.5	37526.5	0	26720.3	0	0.30524	0.06262	0.00814	0.376	0.00173	7.1E-05	0	0.0018
Los Angele	2026	SBUS	Aggregate	Aggregate	Electricity	47.655	1500.11	0	1500.11	526.827	1734.58	0	0	0	0	0	0	0	0
Los Angele	2026	SBUS	Aggregate	Aggregate	Natural G	1650.41	39944	39944	0	23897.9	0	0.03521	0.0095	0	0.04471	0.00018	2.3E-05	0	0.0002
Los Angele	2026	UBUS	Aggregate	Aggregate	Gasoline	435.243	30711.8	30711.8	0	1740.97	0	0.00612	0	0.00147	0.00759	6.1E-05	0	1.4E-06	6.2E-05
Los Angele	2026	UBUS	Aggregate	Aggregate	Diesel	35.5726	5942.46	5942.46	0	142.29	0	0.00538	0	0	0.00538	3.9E-05	0	0	3.9E-05
Los Angele	2026	UBUS	Aggregate	Aggregate	Electricity	205.137	19572.8	0	19572.8	820.549	41206.1	0	0	0	0	0	0	0	0
Los Angele	2026	UBUS	Aggregate	Aggregate	Natural G	3828.71	411285	411285	0	15314.8	0	0.25911	0	0	0.25911	0.00019	0	0	0.00019

Calendar Y	Vehicle Ca	Fuel	PM2.5_PM	PM2.5_PM	PM2.5_TO	PM10_RU	PM10_IDL	PM10_STR	PM10_TO	PM10_PM	PM10_PM	PM10_TO	CO2_RUN	CO2_IDLE	CO2_STRE	CO2_TOTE	CH4_RUN	CH4_IDLE	CH4_STRE	CH4_TOTE
2021	HHDT	Gasoline	2.1E-05	0.00015	0.00019	1.1E-05	0	3E-06	1.4E-05	8.6E-05	0.00044	0.00054	9.66953	0	0.092	9.76153	0.00096	0	8.9E-08	0.00096
2021	HHDT	Diesel	0.06303	0.21002	0.51811	0.25226	0.00388	0	0.25614	0.25212	0.60006	1.10832	11696.2	732.151	0	12428.4	0.01623	0.01357	0	0.0298
2021	HHDT	Natural G	0.00344	0.01988	0.02444	0.00112	9.1E-05	0	0.00122	0.01377	0.0568	0.07178	494.776	47.4961	0	542.272	0.62467	0.13885	0	0.76351
2021	LDA	Gasoline	0.30914	0.47308	1.06715	0.26633	0	0.04354	0.30987	1.23658	1.35165	2.8981	47114.3	0	1347.13	48461.4	0.61176	0	1.46947	2.08123
2021	LDA	Diesel	0.00074	0.00115	0.01455	0.01323	0	0	0.01323	0.00298	0.00328	0.01948	96.5594	0	0	96.5594	0.00093	0	0	0.00093
2021	LDA	Electricity	0.01017	0.00777	0.01794	0	0	0	0	0.04068	0.02219	0.06287	0	0	0	0	0	0	0	0
2021	LDA	Plug-in Hy	0.00731	0.00525	0.01663	0.0036	0	0.00083	0.00442	0.02923	0.01501	0.04867	585.971	0	21.5295	607.5	0.00213	0	0.013	0.01513
2021	LDT1	Gasoline	0.02645	0.0503	0.12208	0.04289	0	0.00639	0.04929	0.10581	0.14372	0.29881	4800.99	0	152.183	4953.17	0.18071	0	0.22324	0.40396
2021	LDT1	Diesel	7.5E-06	1.6E-05	0.001	0.00102	0	0	0.00102	3E-05	4.7E-05	0.0011	1.66705	0	0	1.66705	5.8E-05	0	0	5.8E-05
2021	LDT1	Electricity	3.9E-05	3E-05	6.9E-05	0	0	0	0	0.00016	8.6E-05	0.00024	0	0	0	0	0	0	0	0
2021	LDT1	Plug-in Hy	9E-06	6.4E-06	1.9E-05	2.8E-06	0	6.3E-07	3.5E-06	3.6E-05	1.8E-05	5.8E-05	0.69033	0	0.02646	0.71678	2.5E-06	0	1.5E-05	1.7E-05
2021	LDT2	Gasoline	0.13338	0.24206	0.50434	0.12176	0	0.01843	0.14019	0.53352	0.69161	1.36531	25488.4	0	723.667	26212	0.34454	0	0.74475	1.08928
2021	LDT2	Diesel	0.00039	0.00069	0.00271	0.0017	0	0	0.0017	0.00157	0.00197	0.00524	67.7269	0	0	67.7269	0.00021	0	0	0.00021
2021	LDT2	Electricity	0.00014	0.00011	0.00025	0	0	0	0	0.00058	0.00031	0.00089	0	0	0	0	0	0	0	0
2021	LDT2	Plug-in Hy	0.00064	0.00046	0.00141	0.00027	0	6E-05	0.00033	0.00257	0.00132	0.00421	50.0631	0	2.10489	52.168	0.00018	0	0.00107	0.00125
2021	LHDT1	Gasoline	0.01044	0.14252	0.16002	0.00674	0	0.00093	0.00767	0.04176	0.4072	0.45664	3566.06	16.9313	53.8586	3636.85	0.04548	0.01691	0.077	0.13939
2021	LHDT1	Diesel	0.00654	0.05949	0.13025	0.06563	0.00149	0	0.06713	0.02615	0.16996	0.26324	1105.02	7.12748	0	1112.15	0.0127	0.00027	0	0.01296
2021	LHDT2	Gasoline	0.00154	0.02458	0.02706	0.00089	0	0.00012	0.00101	0.00617	0.07024	0.07742	595.895	3.01937	8.30876	607.223	0.00503	0.00262	0.01195	0.0196
2021	LHDT2	Diesel	0.00284	0.0302	0.05961	0.02712	0.00065	0	0.02777	0.01138	0.08628	0.12542	575.971	4.96436	0	580.936	0.00522	0.00012	0	0.00533
2021	MCY	Gasoline	0.00098	0.00411	0.00829	0.00218	0	0.00123	0.0034	0.00391	0.01174	0.01906	193.056	0	15.5678	208.624	0.19294	0	0.05634	0.24928
2021	MDV	Gasoline	0.07602	0.14216	0.29986	0.07607	0	0.01268	0.08875	0.30407	0.40617	0.79899	17738.5	0	541.618	18280.2	0.33618	0	0.61018	0.94636
2021	MDV	Diesel	0.00091	0.00165	0.00751	0.00517	0	0	0.00517	0.00365	0.00472	0.01354	207.346	0	0	207.346	0.00049	0	0	0.00049
2021	MDV	Electricity	0.00015	0.00012	0.00027	0	0	0	0	0.00061	0.00033	0.00094	0	0	0	0	0	0	0	0
2021	MDV	Plug-in Hy	0.00039	0.00028	0.0009	0.00021	0	5E-05	0.00026	0.00155	0.00079	0.0026	30.9434	0	1.78075	32.7242	0.00011	0	0.00072	0.00083
2021	MH	Gasoline	0.00054	0.00275	0.00359	0.00033	0	1.1E-06	0.00033	0.00216	0.00785	0.01035	321.034	0	0.06379	321.098	0.0043	0	7.6E-05	0.00437
2021	MH	Diesel	0.00023	0.00086	0.0074	0.0066	0	0	0.0066	0.00091	0.00245	0.00996	57.5503	0	0	57.5503	0.00021	0	0	0.00021
2021	MHDT	Gasoline	0.00284	0.01445	0.01843	0.00103	0	0.00021	0.00124	0.01136	0.04127	0.05388	1611.29	9.85693	17.0994	1638.24	0.01857	0.00448	0.01817	0.04122
2021	MHDT	Diesel	0.00829	0.04221	0.11113	0.06031	0.00306	0	0.06337	0.03316	0.12061	0.21714	3031.51	151.08	0	3182.59	0.00546	0.00087	0	0.00633
2021	MHDT	Natural G	0.00012	0.00059	0.00075	3.1E-05	1.4E-05	0	4.5E-05	0.00047	0.0017	0.00221	33.9158	4.31492	0	38.2307	0.02008	0.01521	0	0.03529
2021	OBUS	Gasoline	0.00057	0.00293	0.00366	0.00015	0	2.7E-05	0.00018	0.00228	0.00836	0.01082	328.879	1.74595	2.90247	333.527	0.00285	0.00087	0.00329	0.00701
2021	OBUS	Diesel	0.00055	0.00436	0.01448	0.0099	0.0001	0	0.01	0.00221	0.01246	0.02467	263.299	8.22878	0	271.528	0.00087	0.00014	0	0.00101
2021	OBUS	Natural G	7.2E-05	0.00037	0.00046	1.7E-05	1.4E-06	0	1.8E-05	0.00029	0.00106	0.00136	21.6266	0.4829	0	22.1095	0.01259	0.00185	0	0.01444
2021	SBUS	Gasoline	0.00013	0.00108	0.00129	8.5E-05	0	3.1E-06	8.8E-05	0.00053	0.00308	0.00369	59.8544	3.80267	0.33419	63.9912	0.0011	0.00347	0.0004	0.00498
2021	SBUS	Diesel	0.00014	0.00079	0.00361	0.00269	0.00012	0	0.0028	0.00058	0.00226	0.00564	61.6849	5.3132	0	66.9981	0.00036	2E-05	0	0.00038
2021	SBUS	Natural G	0.00011	0.00062	0.00091	0.00017	1.8E-05	0	0.00019	0.00046	0.00179	0.00243	66.7423	6.17487	0	72.9172	0.18695	0.02299	0	0.20994
2021	UBUS	Gasoline	9.4E-05	0.00126	0.00138	3.3E-05	0	8.5E-07	3.4E-05	0.00037	0.00359	0.004	64.3259	0	0.18426	64.5102	0.00017	0	0.00023	0.0004
2021	UBUS	Diesel	7.1E-05	0.00031	0.00043	5.4E-05	0	0	5.4E-05	0.00029	0.00089	0.00123	13.346	0	0	13.346	6.1E-05	0	0	6.1E-05
2021	UBUS	Electricity	4.1E-05	0.0001	0.00014	0	0	0	0	0.00017	0.00029	0.00046	0	0	0	0	0	0	0	0
2021	UBUS	Natural G	0.00388	0.01779	0.02183	0.00017	0	0	0.00017	0.01553	0.05082	0.06652	1200.22	0	0	1200.22	1.16073	0	0	1.16073
2026	LDA	Gasoline	0.28554	0.43615	0.94068	0.20418	0	0.03398	0.23817	1.14215	1.24615	2.62647	40107.7	0	1134.35	41242.1	0.34273	0	1.03508	1.37781
2026	LDA	Diesel	0.00049	0.00077	0.0065	0.00548	0	0	0.00548	0.00197	0.00219	0.00964	60.8042	0	0	60.8042	0.00042	0	0	0.00042
2026	LDA	Electricity	0.02248	0.0172	0.03969	0	0	0	0	0.08994	0.04916	0.13909	0	0	0	0	0	0	0	0
2026	LDA	Plug-in Hy	0.01056	0.00766	0.02239	0.00355	0	0.00097	0.00452	0.04225	0.0219	0.06867	749.736	0	30.7122	780.448	0.00266	0	0.01926	0.02192
2026	LDT1	Gasoline	0.02481	0.04671	0.10167	0.02844	0	0.00435	0.03279	0.09922	0.13347	0.26548	4164.92	0	126.196	4291.12	0.1019	0	0.14901	0.25091
2026	LDT1	Diesel	3.9E-06	8.4E-06	0.0005	0.00051	0	0	0.00051	1.6E-05	2.4E-05	0.00055	0.85838	0	0	0.85838	2.9E-05	0	0	2.9E-05
2026	LDT1	Electricity	0.00013	9.7E-05	0.00022	0	0	0	0	0.00051	0.00028	0.00078	0	0	0	0	0	0	0	0
2026	LDT1	Plug-in Hy	9.9E-05	7.2E-05	0.0002	2.1E-05	0	5.8E-06	2.7E-05	0.0004	0.00021	0.00063	6.34835	0	0.28437	6.63272	2.2E-05	0	0.00016	0.00019
2026	LDT2	Gasoline	0.15018	0.27082	0.53793	0.10991	0	0.01726	0.12717	0.60073	0.77377	1.50167	25839.3	0	713.992	26553.3	0.23616	0	0.60099	0.83714
2026	LDT2	Diesel	0.00052	0.00092	0.00268	0.0013	0	0	0.0013	0.00207	0.00264	0.006	82.3564	0	0	82.3564	0.00021	0	0	0.00021
2026	LDT2	Electricity	0.00137	0.00105	0.00242	0	0	0	0	0.00549	0.00299	0.00848	0	0	0	0	0	0	0	0
2026	LDT2	Plug-in Hy	0.002	0.00145	0.00405	0.00051	0	0.00014	0.00065	0.00798	0.00415	0.01278	133.725	0	6.57754	140.303	0.00047	0	0.00346	0.00394
2026	LHDT1	Gasoline	0.01115	0.15215	0.16981	0.00648	0	0.00061	0.00708	0.04459	0.43471	0.48638	3325.97	16.2269	53.1732	3395.37	0.02355	0.01514	0.06202	0.10071
2026	LHDT1	Diesel	0.00923	0.08398	0.14762	0.05492	0.00195	0	0.05687	0.03691	0.23994	0.33373	1500.69	8.8395	0	1509.53	0.01125	0.00036	0	0.0116
2026	LHDT1	Electricity	0.0004	0.00272	0.00311	0	0	0	0	0.00159	0.00776	0.00935	0	0	0	0	0	0	0	0
2026	LHDT2	Gasoline	0.00158	0.02513	0.02753	0.00082	0	7.4E-05	0.0009	0.00631	0.07179	0.079	541.725	2.86421	7.87965	552.469	0.00235	0.00227	0.00945	0.01408
2026	LHDT2	Diesel	0.00413	0.04387	0.07302	0.02525	0.0009	0	0.02615	0.01653	0.12533	0.16801	791.896	6.49448	0	798.391	0.00512	0.00016	0	0.00528
2026	LHDT2	Electricity	9.8E-05	0.00078	0.00088	0	0	0	0	0.00039	0.00223	0.00262	0	0	0	0	0	0	0	0
2026	MCY	Gasoline	0.00113	0.00476	0.00951	0.00263	0	0.00124	0.00386	0.00453	0.0136	0.02199	219.636	0	15.3322	234.968	0.19086	0	0.05445	0.24531
2026	MDV	Gasoline	0.08284	0.15267	0.30107	0.061	0	0.01029	0.07129	0.33136	0.43621	0.83886	17461.8	0	514.086	17975.9	0.18256	0	0.43091	0.61347
2026	MDV	Diesel	0.00098	0.00181	0.00607	0.00344	0	0	0.00344	0.00392	0.00516	0.01251	207.156	0	0	207.156	0.00036	0	0	0.00036
2026	MDV	Electricity	0.00148	0.00113	0.0026	0	0	0	0	0.0059	0.00322	0.00912	0	0	0	0	0	0	0	0
2026	MDV	Plug-in Hy	0.00112	0.00082	0.00232	0.00032	0	9.5E-05	0.00042	0.00449	0.00233	0.00723	75.6546	0	4.89993	80.5546	0.00027	0	0.00209	0.00235
2026	MH	Gasoline	0.00051	0.00256	0.00327	0.00022	0	6.7E-07	0.00022	0.00202	0.00733	0.00957	299.019	0	0.05151	299.07	0.00167	0	6E-05	0.00173
2026	MH	Diesel	0.00028	0.00105	0.00643	0.00534	0	0	0.00534	0.00111	0.00299	0.00944	70.5136	0	0	70.5136	0.0002	0	0	0.0002
2026	MHDT	Gasoline	0.00257	0.01303	0.01655	0.00088	0	0.00015	0.00104	0.01026	0.03724	0.04854	1373.4	8.34769	13.9439	1395.69	0.00742	0.00414	0.01393	0.02549
2026	MHDT	Diesel	0.00868	0.04413	0.08107	0.02826	0.00128	0	0.02954	0.0347	0.12609	0.19033	3113.03	151.624	0	3264.65	0.00216	0.00069	0	0.00285
2026	MHDT	Electricity	0.00019	0.00049	0.00068	0	0	0	0	0.00077	0.00139	0.00216	0	0	0	0	0	0	0	0
2026	MHDT	Natural G	0.00015	0.00077	0.00099	4.9E-05	2.3E-05	0	7.2E-05	0.00061	0.00219	0.00287	42.5653	6.04203	0	48.6073	0.02728	0.01959	0	0.04687
2026	OBUS	Gasoline	0.00044	0.00228	0.00288	0.00014	0	2.4E-05	0.00016	0.00178	0.00653	0.00847	244.321	1.45529	2.39838	248.175	0.0015	0.00075	0.00267	0.00491
2026	OBUS	Diesel	0.00056	0.00442	0.01087	0.00611	4.4E-05	0	0.00615	0.00226	0.01263	0.02104	263.268	8.58862	0	271.856	0.00046	0.00015	0	0.00061
2026	OBUS	Electricity	7.9E-06	2E-05	2.8E-05	0	0	0	0	3.2E-05	5.8E-05	9E-05	0	0	0	0	0	0	0	0
2026	OBUS	Natural G	6.9E-05	0.00035	0.00044	2.1E-05	1.6E-06	0	2.3E-05	0.00028	0.00101	0.00131	19.9292	0.47436	0	20.4035	0.01293	0.00172	0	0.01465
2026	SBUS	Gasoline	0.00015	0.00124	0.00147	8.5E-05	0	3.5E-06	8.9E-05	0.0006	0.00353	0.00422	66.9109	4.2403	0.36399	71.5152	0.00083	0.00401	0.00045	0.00529
2026	SBUS	Diesel	0.00012	0.00068	0.0026	0.0018	7.4E-05	0	0.00188	0.0005	0.00194	0.00431	51.961	4.65618	0	56.6172	0.00027	1.5E-05	0	0.00028
2026	SBUS	Electricity	4.2E-06	1.4E-05	1.8E-05	0	0	0	0	1.7E-05	3.9E-05	5.6E-05	0	0	0	0	0	0	0	0
2026	SBUS	Natural G	0.00013	0.00072	0.00106	0.0002	2.5E-05	0	0.00022	0.00053	0.00206	0.00281	74.0383	7.55087	0	81.5891	0.19979	0.02666	0	0.22645
2026	UBUS	Gasoline	9.3E-05	0.00124	0.0014	6.6E-05	0	1.6E-06	6.8E-05	0.00037	0.00355	0.00399	62.8402	0	0.18082	63.021	0.00017	0	0.00019	0.00036
2026	UBUS	Diesel	5.9E-05	0.00025	0.00035	4E-05	0	0	4E-05	0.00024	0.00072	0.001	10.3635	0	0	10.3635	3.2E-05	0	0	3.2E-05
2026	UBUS	Electricity	0.00017	0.00041	0.00059	0	0	0	0	0.00069	0.00119	0.00188	0	0	0	0	0	0	0	0
2026	UBUS	Natural G	0.00381	0.01743	0.02143	0.0002	0	0	0.0002	0.01523	0.04981	0.06525	1151.02	0	0	1151.02	1.37022	0	0	1.37022

Calendar Y	Vehicle Ca	Fuel	N2O_RUN	N2O_IDLE	N2O_STRE	N2O_TOT	ROG_RUN	ROG_IDLE	ROG_STRE	ROG_TOT	ROG_DIU	ROG_HOT	ROG_RUN	ROG_TOT	TOG_RUN	TOG_IDLE	TOG_STRE	TOG_TOT	TOG_DIU	TOG_HOT	TOG_RUN
2021	HHDT	Gasoline	0.00101	0	3E-05	0.00104	0.00564	0	4.6E-07	0.00564	0.00073	0.00021	0.00174	0.00833	0.00823	0	5.1E-07	0.00823	0.00073	0.00021	0.00174
2021	HHDT	Diesel	1.84275	0.11535	0	1.9581	0.34935	0.2922	0	0.64155	0	0	0	0.64155	0.39771	0.33265	0	0.73035	0	0	0
2021	HHDT	Natural G	0.10086	0.00968	0	0.11055	0.01853	0.00244	0	0.02097	0	0	0	0.02097	0.64846	0.14222	0	0.79068	0	0	0
2021	LDA	Gasoline	0.90925	0	0.63055	1.5398	2.48251	0	6.93019	9.4127	6.28917	1.87418	4.56582	22.1419	3.61991	0	7.58763	11.2075	6.28917	1.87418	4.56582
2021	LDA	Diesel	0.01521	0	0	0.01521	0.02011	0	0	0.02011	0	0	0	0.02011	0.02289	0	0	0.02289	0	0	0
2021	LDA	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	LDA	Plug-in Hy	0.00251	0	0.00662	0.00913	0.00662	0	0.05199	0.05861	0.03828	0.01272	0.01101	0.12062	0.00966	0	0.05692	0.06658	0.03828	0.01272	0.01101
2021	LDT1	Gasoline	0.20973	0	0.07105	0.28078	0.8284	0	1.20027	2.02866	1.39133	0.3782	1.09977	4.89797	1.20735	0	1.31413	2.52148	1.39133	0.3782	1.09977
2021	LDT1	Diesel	0.00026	0	0	0.00026	0.00125	0	0	0.00125	0	0	0	0.00125	0.00143	0	0	0.00143	0	0	0
2021	LDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	LDT1	Plug-in Hy	3E-06	0	7.5E-06	1E-05	7.8E-06	0	5.8E-05	6.6E-05	3.1E-05	9.7E-06	9.2E-06	0.00012	1.1E-05	0	6.3E-05	7.5E-05	3.1E-05	9.7E-06	9.2E-06
2021	LDT2	Gasoline	0.57172	0	0.32221	0.89394	1.42932	0	3.56521	4.99453	2.64736	0.74582	1.93051	10.3182	2.0848	0	3.90344	5.98825	2.64736	0.74582	1.93051
2021	LDT2	Diesel	0.01067	0	0	0.01067	0.00447	0	0	0.00447	0	0	0	0.00447	0.00509	0	0	0.00509	0	0	0
2021	LDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	LDT2	Plug-in Hy	0.00022	0	0.00055	0.00076	0.00057	0	0.00425	0.00482	0.00242	0.00074	0.00071	0.00869	0.00083	0	0.00466	0.00548	0.00242	0.00074	0.00071
2021	LHDT1	Gasoline	0.07074	0.00043	0.10967	0.18084	0.22992	0.06234	0.38239	0.67465	0.4498	0.12206	0.63164	1.87815	0.3355	0.09096	0.41867	0.84513	0.4498	0.12206	0.63164
2021	LHDT1	Diesel	0.1741	0.00112	0	0.17522	0.27333	0.00577	0	0.2791	0	0	0	0.2791	0.31117	0.00657	0	0.31774	0	0	0
2021	LHDT2	Gasoline	0.01072	6.6E-05	0.01675	0.02754	0.02406	0.00965	0.0593	0.09301	0.06845	0.01809	0.09323	0.27278	0.0351	0.01408	0.06493	0.11411	0.06845	0.01809	0.09323
2021	LHDT2	Diesel	0.09074	0.00078	0	0.09153	0.1123	0.00252	0	0.11482	0	0	0	0.11482	0.12785	0.00286	0	0.13071	0	0	0
2021	MCY	Gasoline	0.04003	0	0.00274	0.04276	1.29675	0	0.42394	1.72069	0.64835	1.11078	1.12361	4.60343	1.54584	0	0.46076	2.0066	0.64835	1.11078	1.12361
2021	MDV	Gasoline	0.4869	0	0.2268	0.7137	1.59738	0	3.19061	4.78799	2.00388	0.56661	1.49947	8.85795	2.24944	0	3.49302	5.74247	2.00388	0.56661	1.49947
2021	MDV	Diesel	0.03267	0	0	0.03267	0.0106	0	0	0.0106	0	0	0	0.0106	0.01207	0	0	0.01207	0	0	0
2021	MDV	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	MDV	Plug-in Hy	0.00013	0	0.00036	0.00049	0.00035	0	0.00288	0.00323	0.00184	0.00054	0.00054	0.00615	0.00051	0	0.00315	0.00366	0.00184	0.00054	0.00054
2021	MH	Gasoline	0.00598	0	7.6E-05	0.00606	0.02066	0	0.00033	0.02099	0.10734	0.03151	0.00067	0.16051	0.03015	0	0.00036	0.03051	0.10734	0.03151	0.00067
2021	MH	Diesel	0.00907	0	0	0.00907	0.00442	0	0	0.00442	0	0	0	0.00442	0.00503	0	0	0.00503	0	0	0
2021	MHDT	Gasoline	0.02987	0.00012	0.01154	0.04153	0.09304	0.01768	0.10138	0.2121	0.05853	0.01489	0.11359	0.39911	0.13577	0.02579	0.111	0.27256	0.05853	0.01489	0.11359
2021	MHDT	Diesel	0.47762	0.0238	0	0.50142	0.11746	0.01882	0	0.13628	0	0	0	0.13628	0.13372	0.02142	0	0.15515	0	0	0
2021	MHDT	Natural G	0.00691	0.00088	0	0.00779	0.00029	0.00022	0	0.0005	0	0	0	0.0005	0.0205	0.01552	0	0.03602	0	0	0
2021	OBUS	Gasoline	0.00521	2.4E-05	0.0027	0.00794	0.01393	0.00336	0.01755	0.03484	0.01214	0.0033	0.01333	0.06361	0.02033	0.0049	0.01922	0.04444	0.01214	0.0033	0.01333
2021	OBUS	Diesel	0.04148	0.0013	0	0.04278	0.01872	0.003	0	0.02172	0	0	0	0.02172	0.02131	0.00342	0	0.02472	0	0	0
2021	OBUS	Natural G	0.00441	9.8E-05	0	0.00451	0.00018	2.6E-05	0	0.00021	0	0	0	0.00021	0.01285	0.00188	0	0.01473	0	0	0
2021	SBUS	Gasoline	0.00193	0.00012	0.00036	0.00241	0.0055	0.01522	0.00235	0.02307	0.00277	0.00077	0.00183	0.02845	0.00803	0.02221	0.00257	0.03281	0.00277	0.00077	0.00183
2021	SBUS	Diesel	0.00972	0.00084	0	0.01056	0.00767	0.00043	0	0.00809	0	0	0	0.00809	0.00873	0.00049	0	0.00921	0	0	0
2021	SBUS	Natural G	0.01361	0.00126	0	0.01486	0.00267	0.00033	0	0.003	0	0	0	0.003	0.1908	0.02346	0	0.21426	0	0	0
2021	UBUS	Gasoline	0.00073	0	0.00016	0.00089	0.00058	0	0.00096	0.00154	0.00039	0.00013	0.00024	0.0023	0.00084	0	0.00106	0.0019	0.00039	0.00013	0.00024
2021	UBUS	Diesel	0.0021	0	0	0.0021	0.00131	0	0	0.00131	0	0	0	0.00131	0.00149	0	0	0.00149	0	0	0
2021	UBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	UBUS	Natural G	0.24467	0	0	0.24467	0.01675	0	0	0.01675	0	0	0	0.01675	1.18479	0	0	1.18479	0	0	0
2026	LDA	Gasoline	0.62253	0	0.51519	1.13773	1.27339	0	4.60156	5.87494	5.23289	1.47918	3.81151	16.3985	1.85812	0	5.03813	6.89625	5.23289	1.47918	3.81151
2026	LDA	Diesel	0.00958	0	0	0.00958	0.009	0	0	0.009	0	0	0	0.009	0.01025	0	0	0.01025	0	0	0
2026	LDA	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	LDA	Plug-in Hy	0.0031	0	0.00964	0.01274	0.00842	0	0.07847	0.08689	0.05403	0.01983	0.01802	0.17877	0.01229	0	0.08591	0.0982	0.05403	0.01983	0.01802
2026	LDT1	Gasoline	0.13115	0	0.05603	0.18717	0.45195	0	0.76014	1.21209	1.0008	0.26872	0.75423	3.23584	0.65949	0	0.83225	1.49174	1.0008	0.26872	0.75423
2026	LDT1	Diesel	0.00014	0	0	0.00014	0.00063	0	0	0.00063	0	0	0	0.00063	0.00071	0	0	0.00071	0	0	0
2026	LDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	LDT1	Plug-in Hy	2.6E-05	0	8.2E-05	0.00011	7.1E-05	0	0.00067	0.00074	0.00029	9.8E-05	8.2E-05	0.00121	0.0001	0	0.00073	0.00084	0.00029	9.8E-05	8.2E-05
2026	LDT2	Gasoline	0.42427	0	0.29081	0.71507	0.91295	0	2.69771	3.61066	2.43282	0.64386	1.76058	8.44792	1.33218	0	2.95365	4.28583	2.43282	0.64386	1.76058
2026	LDT2	Diesel	0.01298	0	0	0.01298	0.0046	0	0	0.0046	0	0	0	0.0046	0.00523	0	0	0.00523	0	0	0
2026	LDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	LDT2	Plug-in Hy	0.00055	0	0.00173	0.00228	0.0015	0	0.01413	0.01564	0.00664	0.00224	0.00198	0.02649	0.0022	0	0.01547	0.01767	0.00664	0.00224	0.00198
2026	LHDT1	Gasoline	0.04051	0.00041	0.10075	0.14167	0.11596	0.05365	0.29808	0.46769	0.37003	0.09016	0.51408	1.44196	0.16921	0.07828	0.32636	0.57386	0.37003	0.09016	0.51408
2026	LHDT1	Diesel	0.23643	0.00139	0	0.23783	0.24212	0.00771	0	0.24983	0	0	0	0.24983	0.27564	0.00878	0	0.28442	0	0	0
2026	LHDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	LHDT2	Gasoline	0.00632	6E-05	0.01499	0.02137	0.01074	0.00814	0.04539	0.06427	0.05848	0.01384	0.07747	0.21407	0.01567	0.01188	0.0497	0.07725	0.05848	0.01384	0.07747
2026	LHDT2	Diesel	0.12476	0.00102	0	0.12579	0.11017	0.00353	0	0.1137	0	0	0	0.1137	0.12542	0.00402	0	0.12944	0	0	0
2026	LHDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	MCY	Gasoline	0.04253	0	0.00243	0.04497	1.21568	0	0.39909	1.61477	0.67837	1.25388	1.28277	4.8298	1.4808	0	0.43403	1.91483	0.67837	1.25388	1.28277
2026	MDV	Gasoline	0.31	0	0.18672	0.49672	0.75455	0	2.08113	2.83568	1.84193	0.46082	1.35684	6.49527	1.10094	0	2.27857	3.37951	1.84193	0.46082	1.35684
2026	MDV	Diesel	0.03264	0	0	0.03264	0.00784	0	0	0.00784	0	0	0	0.00784	0.00892	0	0	0.00892	0	0	0
2026	MDV	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	MDV	Plug-in Hy	0.00031	0	0.00104	0.00134	0.00085	0	0.00858	0.00943	0.00441	0.00155	0.00136	0.01675	0.00124	0	0.0094	0.01064	0.00441	0.00155	0.00136
2026	MH	Gasoline	0.00344	0	7.6E-05	0.00352	0.00704	0	0.00024	0.00728	0.06771	0.01713	0.0004	0.09252	0.01027	0	0.00026	0.01053	0.06771	0.01713	0.0004
2026	MH	Diesel	0.01111	0	0	0.01111	0.00421	0	0	0.00421	0	0	0	0.00421	0.00479	0	0	0.00479	0	0	0
2026	MHDT	Gasoline	0.01491	0.00012	0.0101	0.02512	0.03542	0.01572	0.07396	0.1251	0.04218	0.00982	0.0786	0.2557	0.05168	0.02294	0.08097	0.15559	0.04218	0.00982	0.0786
2026	MHDT	Diesel	0.49046	0.02389	0	0.51435	0.04657	0.01485	0	0.06142	0	0	0	0.06142	0.05302	0.0169	0	0.06992	0	0	0
2026	MHDT	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	MHDT	Natural G	0.00868	0.00123	0	0.00991	0.00039	0.00028	0	0.00067	0	0	0	0.00067	0.02784	0.02	0	0.04784	0	0	0
2026	OBUS	Gasoline	0.00298	2E-05	0.00228	0.00528	0.0073	0.00288	0.01428	0.02446	0.01316	0.003	0.0147	0.05532	0.01065	0.00421	0.01564	0.03049	0.01316	0.003	0.0147
2026	OBUS	Diesel	0.04148	0.00135	0	0.04283	0.00997	0.00313	0	0.0131	0	0	0	0.0131	0.01135	0.00356	0	0.01491	0	0	0
2026	OBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	OBUS	Natural G	0.00406	9.7E-05	0	0.00416	0.00018	2.5E-05	0	0.00021	0	0	0	0.00021	0.0132	0.00175	0	0.01495	0	0	0
2026	SBUS	Gasoline	0.00186	0.00013	0.00044	0.00243	0.00408	0.01746	0.00259	0.02414	0.0038	0.00089	0.00244	0.03127	0.00595	0.02548	0.00284	0.03427	0.0038	0.00089	0.00244
2026	SBUS	Diesel	0.00819	0.00073	0	0.00892	0.00573	0.00033	0	0.00606	0	0	0	0.00606	0.00652	0.00038	0	0.0069	0	0	0
2026	SBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	SBUS	Natural G	0.01509	0.00154	0	0.01663	0.00285	0.00038	0	0.00324	0	0	0	0.00324	0.2039	0.02721	0	0.23111	0	0	0
2026	UBUS	Gasoline	0.00058	0	0.00014	0.00072	0.00056	0	0.00081	0.00137	0.0002	6E-05	0.00018	0.00181	0.00082	0	0.00089	0.00171	0.0002	6E-05	0.00018
2026	UBUS	Diesel	0.00163	0	0	0.00163	0.00068	0	0	0.00068	0	0	0	0.00068	0.00078	0	0	0.00078	0	0	0
2026	UBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	UBUS	Natural G	0.23464	0	0	0.23464	0.01976	0	0	0.01976	0	0	0	0.01976	1.39861	0	0	1.39861	0	0	0

Calendar Y	Vehicle Ca	Fuel	TOG_TOT	CO_RUNE	CO_IDLEX	CO_STREX	CO_TOTE	SOx_RUN	SOx_IDLE	SOx_STRE	SOx_TOTE	NH3_RUN	Fuel Consumption
2021	HHDT	Gasoline	0.01091	0.28248	0	0.00729	0.28976	9.6E-05	0	9.1E-07	9.7E-05	0.00018	1.02934
2021	HHDT	Diesel	0.73035	1.40497	3.84154	0	5.24652	0.11076	0.00693	0	0.11769	1.36087	1110.22
2021	HHDT	Natural G	0.79068	3.62474	0.33849	0	3.96323	0	0	0	0	0.31134	62.6783
2021	LDA	Gasoline	23.9367	155.505	0	65.5582	221.064	0.46577	0	0.01332	0.47909	5.01075	5110.2
2021	LDA	Diesel	0.02289	0.18326	0	0	0.18326	0.00091	0	0	0.00091	0.00115	8.62561
2021	LDA	Electricity	0	0	0	0	0	0	0	0	0	0	0
2021	LDA	Plug-in Hy	0.12859	0.95412	0	0.39553	1.34965	0.00579	0	0.00021	0.00601	0.07276	64.0602
2021	LDT1	Gasoline	5.39078	34.2701	0	11.5244	45.7945	0.04746	0	0.0015	0.04897	0.49516	522.305
2021	LDT1	Diesel	0.00143	0.0068	0	0	0.0068	1.6E-05	0	0	1.6E-05	1.2E-05	0.14892
2021	LDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0
2021	LDT1	Plug-in Hy	0.00012	0.00112	0	0.00044	0.00156	6.8E-06	0	2.6E-07	7.1E-06	9.6E-05	0.07558
2021	LDT2	Gasoline	11.3119	82.4765	0	32.5563	115.033	0.25198	0	0.00715	0.25913	2.32418	2764.03
2021	LDT2	Diesel	0.00509	0.03668	0	0	0.03668	0.00064	0	0	0.00064	0.00061	6.05001
2021	LDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0
2021	LDT2	Plug-in Hy	0.00935	0.08151	0	0.03235	0.11386	0.00049	0	2.1E-05	0.00052	0.00693	5.50105
2021	LHDT1	Gasoline	2.04863	7.27775	0.51869	6.17898	13.9754	0.03525	0.00017	0.00053	0.03595	0.23378	383.501
2021	LHDT1	Diesel	0.31774	0.83298	0.04786	0	0.88083	0.01047	6.8E-05	0	0.01054	0.3395	99.3481
2021	LHDT2	Gasoline	0.29389	0.83547	0.08001	0.95502	1.8705	0.00589	3E-05	8.2E-05	0.006	0.03469	64.0309
2021	LHDT2	Diesel	0.13071	0.31171	0.02085	0	0.33256	0.00546	4.7E-05	0	0.0055	0.15551	51.8947
2021	MCY	Gasoline	4.88934	13.9616	0	2.34517	16.3067	0.00191	0	0.00015	0.00206	0.0085	21.9991
2021	MDV	Gasoline	9.81242	67.4775	0	23.1097	90.5872	0.17536	0	0.00535	0.18072	1.31824	1927.62
2021	MDV	Diesel	0.01207	0.15015	0	0	0.15015	0.00196	0	0	0.00196	0.00141	18.5222
2021	MDV	Electricity	0	0	0	0	0	0	0	0	0	0	0
2021	MDV	Plug-in Hy	0.00659	0.05038	0	0.02188	0.07226	0.00031	0	1.8E-05	0.00032	0.0043	3.45072
2021	MH	Gasoline	0.17003	0.66057	0	0.00763	0.6682	0.00317	0	6.3E-07	0.00317	0.00797	33.8594
2021	MH	Diesel	0.00503	0.01925	0	0	0.01925	0.00055	0	0	0.00055	0.0074	5.14095
2021	MHDT	Gasoline	0.45957	2.43021	0.25346	2.17478	4.85846	0.01593	9.7E-05	0.00017	0.0162	0.04251	172.751
2021	MHDT	Diesel	0.15515	0.40622	0.45684	0	0.86306	0.02871	0.00143	0	0.03014	0.52625	284.3
2021	MHDT	Natural G	0.03602	0.09431	0.02399	0	0.1183	0	0	0	0	0.04137	4.41889
2021	OBUS	Gasoline	0.07322	0.36062	0.02602	0.36225	0.74889	0.00325	1.7E-05	2.9E-05	0.0033	0.00854	35.17
2021	OBUS	Diesel	0.02472	0.06612	0.03943	0	0.10555	0.00249	7.8E-05	0	0.00257	0.03484	24.2555
2021	OBUS	Natural G	0.01473	0.06284	0.00226	0	0.06511	0	0	0	0	0.02546	2.55552
2021	SBUS	Gasoline	0.03819	0.1094	0.11778	0.05634	0.28351	0.00059	3.8E-05	3.3E-06	0.00063	0.00296	6.74779
2021	SBUS	Diesel	0.00921	0.01801	0.00642	0	0.02443	0.00058	5E-05	0	0.00063	0.00375	5.98491
2021	SBUS	Natural G	0.21426	0.65799	0.03046	0	0.68845	0	0	0	0	0.0404	8.42811
2021	UBUS	Gasoline	0.00266	0.01451	0	0.01639	0.0309	0.00064	0	1.8E-06	0.00064	0.00154	6.80252
2021	UBUS	Diesel	0.00149	0.00169	0	0	0.00169	0.00013	0	0	0.00013	0.0015	1.1922
2021	UBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0
2021	UBUS	Natural G	1.18479	17.6313	0	0	17.6313	0	0	0	0	0.44867	138.727
2026	LDA	Gasoline	17.4198	105.78	0	45.6832	151.463	0.39651	0	0.01121	0.40772	5.18958	4348.93
2026	LDA	Diesel	0.01025	0.10566	0	0	0.10566	0.00058	0	0	0.00058	0.00076	5.43162
2026	LDA	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	LDA	Plug-in Hy	0.19008	1.21901	0	0.59698	1.81599	0.00741	0	0.0003	0.00772	0.09921	82.2973
2026	LDT1	Gasoline	3.5155	20.9708	0	7.35468	28.3255	0.04117	0	0.00125	0.04242	0.47687	452.493
2026	LDT1	Diesel	0.00071	0.0035	0	0	0.0035	8.1E-06	0	0	8.1E-06	6.1E-06	0.07668
2026	LDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	LDT1	Plug-in Hy	0.00131	0.01032	0	0.0051	0.01542	6.3E-05	0	2.8E-06	6.6E-05	0.00088	0.69941
2026	LDT2	Gasoline	9.12309	64.1716	0	26.128	90.2996	0.25545	0	0.00706	0.26251	2.89227	2800.01
2026	LDT2	Diesel	0.00523	0.04451	0	0	0.04451	0.00078	0	0	0.00078	0.0008	7.35686
2026	LDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	LDT2	Plug-in Hy	0.02852	0.21741	0	0.1075	0.32492	0.00132	0	6.5E-05	0.00139	0.01863	14.7947
2026	LHDT1	Gasoline	1.54813	5.11859	0.52346	6.5478	12.1898	0.03288	0.00016	0.00053	0.03357	0.2505	358.037
2026	LHDT1	Diesel	0.28442	0.6117	0.06393	0	0.67563	0.01422	8.4E-05	0	0.0143	0.59289	134.846
2026	LHDT1	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	LHDT2	Gasoline	0.22704	0.55869	0.07942	0.95227	1.59039	0.00536	2.8E-05	7.8E-05	0.00546	0.03549	58.2571
2026	LHDT2	Diesel	0.12944	0.25709	0.02928	0	0.28637	0.0075	6.2E-05	0	0.00757	0.26953	71.3199
2026	LHDT2	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	MCY	Gasoline	5.12986	13.6005	0	2.54248	16.143	0.00217	0	0.00015	0.00232	0.01013	24.7771
2026	MDV	Gasoline	7.0391	42.5255	0	16.7139	59.2394	0.17263	0	0.00508	0.17771	1.5725	1895.54
2026	MDV	Diesel	0.00892	0.13691	0	0	0.13691	0.00196	0	0	0.00196	0.00152	18.5052
2026	MDV	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	MDV	Plug-in Hy	0.01795	0.123	0	0.06529	0.18829	0.00075	0	4.8E-05	0.0008	0.01055	8.49438
2026	MH	Gasoline	0.09578	0.19624	0	0.00523	0.20146	0.00296	0	5.1E-07	0.00296	0.00756	31.5366
2026	MH	Diesel	0.00479	0.01711	0	0	0.01711	0.00067	0	0	0.00067	0.01155	6.29895
2026	MHDT	Gasoline	0.2862	0.90183	0.22486	1.54571	2.6724	0.01358	8.3E-05	0.00014	0.0138	0.03849	147.174
2026	MHDT	Diesel	0.06992	0.21269	0.51244	0	0.72513	0.02948	0.00144	0	0.03091	0.61625	291.63
2026	MHDT	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	MHDT	Natural G	0.04784	0.11532	0.04012	0	0.15544	0	0	0	0	0.05351	5.61826
2026	OBUS	Gasoline	0.06135	0.18412	0.02232	0.29065	0.49709	0.00242	1.4E-05	2.4E-05	0.00245	0.00666	26.1697
2026	OBUS	Diesel	0.01491	0.03886	0.04744	0	0.08629	0.00249	8.1E-05	0	0.00257	0.03973	24.2848
2026	OBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	OBUS	Natural G	0.01495	0.05854	0.00272	0	0.06127	0	0	0	0	0.02437	2.35834
2026	SBUS	Gasoline	0.04141	0.08133	0.13501	0.05774	0.27408	0.00066	4.2E-05	3.6E-06	0.00071	0.00339	7.54119
2026	SBUS	Diesel	0.0069	0.01395	0.00673	0	0.02069	0.00049	4.4E-05	0	0.00054	0.00432	5.05759
2026	SBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	SBUS	Natural G	0.23111	0.68121	0.04252	0	0.72374	0	0	0	0	0.04667	9.43046
2026	UBUS	Gasoline	0.00215	0.01243	0	0.01616	0.02859	0.00062	0	1.8E-06	0.00062	0.00152	6.64548
2026	UBUS	Diesel	0.00078	0.0009	0	0	0.0009	9.8E-05	0	0	9.8E-05	0.00144	0.92577
2026	UBUS	Electricity	0	0	0	0	0	0	0	0	0	0	0
2026	UBUS	Natural G	1.39861	18.9539	0	0	18.9539	0	0	0	0	0.43976	133.041

2311 N Hollywood Way SCEA
Road Dust Emission Factors

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ =	Paved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
sL =	road surface silt loading (g/m^2)
W =	average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\ (\ s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ =	Unpaved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
s =	surface material silt content (%)
Sp =	mean vehicle speed (mph)
M =	surface material moisture content (%)
C =	Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:

SCAQMD, CalEEMod, Version 2011.1.
CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).
USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).
ESA, 2020.

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1489.1	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2022 CO2 Intensity Factor from the 2019 Integrated Resource Plan for Burbank

Land Use - 10.43 acre site

Construction Phase - per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

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Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Assumed to be similar to Other 1 phase

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Trips and VMT - zeroed out. Calculated mobile oustide CalEEMod.

Demolition - 1500 ton of debris

Grading - 22000 CY exported. Assume no acres graded in other phases.

Woodstoves - no operations included. Construction only run.

Energy Use - No operations included. Construction only run.

Construction Off-road Equipment Mitigation -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	418.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	30.00	18.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	20.00	234.00
tblConstructionPhase	NumDays	10.00	39.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	732.70	0.00
tblFireplaces	NumberNoFireplace	86.20	0.00
tblFireplaces	NumberWood	43.10	0.00
tblGrading	MaterialExported	0.00	22,000.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1489.1
tblTripsAndVMT	HaulingTripNumber	148.00	0.00
tblTripsAndVMT	HaulingTripNumber	2,750.00	0.00
tblTripsAndVMT	WorkerTripNumber	945.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	85.00	0.00
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0912	0.9182	0.8787	1.6600e-003	0.0730	0.0438	0.1168	8.6300e-003	0.0406	0.0493	0.0000	145.1652	145.1652	0.0428	0.0000	146.2359
2023	0.3768	3.1988	2.8520	5.8900e-003	0.0000	0.1434	0.1434	0.0000	0.1371	0.1371	0.0000	471.3150	471.3150	0.0915	0.0000	473.6025
2024	0.2415	2.3407	2.3838	4.7300e-003	0.0000	0.1046	0.1046	0.0000	0.0992	0.0992	0.0000	408.6648	408.6648	0.0804	0.0000	410.6742
2025	0.1628	1.3025	1.7652	3.2100e-003	0.0000	0.0592	0.0592	0.0000	0.0564	0.0564	0.0000	279.2731	279.2731	0.0582	0.0000	280.7280
Maximum	**0.3768**	**3.1988**	**2.8520**	**5.8900e-003**	**0.0730**	**0.1434**	**0.1434**	**8.6300e-003**	**0.1371**	**0.1371**	**0.0000**	**471.3150**	**471.3150**	**0.0915**	**0.0000**	**473.6025**

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

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0912	0.9182	0.8787	1.6600e-003	0.0285	0.0438	0.0723	3.3700e-003	0.0406	0.0440	0.0000	145.1650	145.1650	0.0428	0.0000	146.2358
2023	0.3768	3.1988	2.8520	5.8900e-003	0.0000	0.1434	0.1434	0.0000	0.1371	0.1371	0.0000	471.3145	471.3145	0.0915	0.0000	473.6020
2024	0.2415	2.3406	2.3838	4.7300e-003	0.0000	0.1046	0.1046	0.0000	0.0992	0.0992	0.0000	408.6643	408.6643	0.0804	0.0000	410.6737
2025	0.1628	1.3025	1.7652	3.2100e-003	0.0000	0.0592	0.0592	0.0000	0.0564	0.0564	0.0000	279.2728	279.2728	0.0582	0.0000	280.7276
Maximum	**0.3768**	**3.1988**	**2.8520**	**5.8900e-003**	**0.0285**	**0.1434**	**0.1434**	**3.3700e-003**	**0.1371**	**0.1371**	**0.0000**	**471.3145**	**471.3145**	**0.0915**	**0.0000**	**473.6020**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.00**	**0.00**	**10.50**	**60.95**	**0.00**	**1.54**	**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	**7-1-2022**	**9-30-2022**	0.5288	0.5288
2	**10-1-2022**	**12-31-2022**	0.4762	0.4762
3	**1-1-2023**	**3-31-2023**	0.8756	0.8756
4	**4-1-2023**	**6-30-2023**	1.0604	1.0604
5	**7-1-2023**	**9-30-2023**	0.9493	0.9493
6	**10-1-2023**	**12-31-2023**	0.6956	0.6956
7	**1-1-2024**	**3-31-2024**	0.6414	0.6414
8	**4-1-2024**	**6-30-2024**	0.6414	0.6414

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

9	**7-1-2024**	**9-30-2024**	0.6485	0.6485
10	**10-1-2024**	**12-31-2024**	0.6485	0.6485
11	**1-1-2025**	**3-31-2025**	0.2366	0.2366
12	**4-1-2025**	**6-30-2025**	0.2685	0.2685
13	**7-1-2025**	**9-30-2025**	0.5099	0.5099
		Highest	1.0604	1.0604

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	4.0090	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Energy	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	6,884.1792	6,884.1792	0.1505	0.0294	6,896.7043
Mobile	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Waste						0.0000	0.0000		0.0000	0.0000	129.2322	0.0000	129.2322	7.6374	0.0000	320.1672
Water						0.0000	0.0000		0.0000	0.0000	27.3114	1,148.3330	1,175.6445	2.8306	0.0693	1,267.0668
Total	**7.2130**	**4.0868**	**40.4149**	**0.0724**	**7.6408**	**0.1475**	**7.7883**	**2.0386**	**0.1440**	**2.1826**	**156.5436**	**14,345.8484**	**14,502.3921**	**11.0767**	**0.3762**	**14,891.4277**

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	4.0090	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Energy	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	6,884.1792	6,884.1792	0.1505	0.0294	6,896.7043
Mobile	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Waste						0.0000	0.0000		0.0000	0.0000	129.2322	0.0000	129.2322	7.6374	0.0000	320.1672
Water						0.0000	0.0000		0.0000	0.0000	27.3114	1,148.3330	1,175.6445	2.8306	0.0693	1,267.0668
Total	**7.2130**	**4.0868**	**40.4149**	**0.0724**	**7.6408**	**0.1475**	**7.7883**	**2.0386**	**0.1440**	**2.1826**	**156.5436**	**14,345.8484**	**14,502.3921**	**11.0767**	**0.3762**	**14,891.4277**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/31/2022	6	53	
2	Site Preparation	Site Preparation	9/1/2022	10/15/2022	6	39	
3	Grading/Excavation	Grading	10/16/2022	11/5/2022	6	18	

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

4	Drainage/Utilities/Trenching	Trenching	12/1/2022	1/31/2023	6	53	
5	Foundations/Concrete Pour	Trenching	2/1/2023	8/31/2023	6	182	
6	Building Construction	Building Construction	9/1/2023	12/31/2024	6	418	
7	Paving	Paving	1/1/2025	3/31/2025	6	77	
8	Architectural Coatings and Finishes	Paving	2/1/2025	10/31/2025	6	234	
9	Other 1: Landscaping	Grading	8/1/2025	12/31/2025	6	131	
10	Other 2: Off-Sites	Grading	8/1/2025	12/31/2025	6	131	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Crawler Tractors	1	8.00	212	0.43
Demolition	Excavators	2	8.00	158	0.38
Demolition	Off-Highway Tractors	1	8.00	124	0.44
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Crawler Tractors	1	8.00	212	0.43
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Excavators	1	8.00	158	0.38
Grading/Excavation	Off-Highway Tractors	1	8.00	124	0.44
Grading/Excavation	Plate Compactors	1	8.00	8	0.43
Grading/Excavation	Rubber Tired Loaders	2	8.00	203	0.36
Grading/Excavation	Scrapers	1	8.00	367	0.48
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46

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

Drainage/Utilities/Trenching	Concrete/Industrial Saws	1	8.00	81	0.73
Drainage/Utilities/Trenching	Forklifts	1	8.00	89	0.20
Drainage/Utilities/Trenching	Generator Sets	1	8.00	84	0.74
Drainage/Utilities/Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Drainage/Utilities/Trenching	Trenchers	1	8.00	78	0.50
Foundations/Concrete Pour	Cement and Mortar Mixers	28	8.00	9	0.56
Foundations/Concrete Pour	Cranes	2	8.00	231	0.29
Foundations/Concrete Pour	Forklifts	1	8.00	89	0.20
Foundations/Concrete Pour	Generator Sets	1	8.00	84	0.74
Foundations/Concrete Pour	Skid Steer Loaders	1	8.00	65	0.37
Foundations/Concrete Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	2	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Paving	Sweepers/Scrubbers	1	8.00	64	0.46
Architectural Coatings and Finishes	Air Compressors	3	8.00	78	0.48
Architectural Coatings and Finishes	Sweepers/Scrubbers	1	8.00	64	0.46
Other 1: Landscaping	Rubber Tired Loaders	1	8.00	203	0.36
Other 1: Landscaping	Skid Steer Loaders	1	8.00	65	0.37
Other 1: Landscaping	Sweepers/Scrubbers	1	8.00	64	0.46
Other 2: Off-Sites	Rubber Tired Loaders	1	8.00	203	0.36
Other 2: Off-Sites	Skid Steer Loaders	1	8.00	65	0.37
Other 2: Off-Sites	Sweepers/Scrubbers	1	8.00	64	0.46

Trips and VMT

2311 N Hollywood Way - 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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 1: Landscaping	3	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Foundations/Concrete Pour	34	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coatings and Finishes	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Drainage/Utilities/Trenching	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 2: Off-Sites	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0161	0.0000	0.0161	2.4300e-003	0.0000	2.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.3583	0.3659	6.7000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	59.1445	59.1445	0.0191	0.0000	59.6227
Total	**0.0348**	**0.3583**	**0.3659**	**6.7000e-004**	**0.0161**	**0.0165**	**0.0325**	**2.4300e-003**	**0.0152**	**0.0176**	**0.0000**	**59.1445**	**59.1445**	**0.0191**	**0.0000**	**59.6227**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2600e-003	0.0000	6.2600e-003	9.5000e-004	0.0000	9.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.3583	0.3659	6.7000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	59.1444	59.1444	0.0191	0.0000	59.6226
Total	**0.0348**	**0.3583**	**0.3659**	**6.7000e-004**	**6.2600e-003**	**0.0165**	**0.0228**	**9.5000e-004**	**0.0152**	**0.0161**	**0.0000**	**59.1444**	**59.1444**	**0.0191**	**0.0000**	**59.6226**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1870	0.1460	3.0000e-004		8.4500e-003	8.4500e-003		7.7700e-003	7.7700e-003	0.0000	26.6276	26.6276	8.6100e-003	0.0000	26.8429
Total	**0.0173**	**0.1870**	**0.1460**	**3.0000e-004**	**7.9500e-003**	**8.4500e-003**	**0.0164**	**8.6000e-004**	**7.7700e-003**	**8.6300e-003**	**0.0000**	**26.6276**	**26.6276**	**8.6100e-003**	**0.0000**	**26.8429**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

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

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					3.1000e-003	0.0000	3.1000e-003	3.3000e-004	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1870	0.1460	3.0000e-004		8.4500e-003	8.4500e-003		7.7700e-003	7.7700e-003	0.0000	26.6275	26.6275	8.6100e-003	0.0000	26.8428
Total	**0.0173**	**0.1870**	**0.1460**	**3.0000e-004**	**3.1000e-003**	**8.4500e-003**	**0.0116**	**3.3000e-004**	**7.7700e-003**	**8.1000e-003**	**0.0000**	**26.6275**	**26.6275**	**8.6100e-003**	**0.0000**	**26.8428**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

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

3.4 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0490	0.0000	0.0490	5.3400e-003	0.0000	5.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0185	0.1888	0.1610	3.7000e-004		7.8400e-003	7.8400e-003		7.2200e-003	7.2200e-003	0.0000	31.9832	31.9832	0.0103	0.0000	32.2402
Total	**0.0185**	**0.1888**	**0.1610**	**3.7000e-004**	**0.0490**	**7.8400e-003**	**0.0568**	**5.3400e-003**	**7.2200e-003**	**0.0126**	**0.0000**	**31.9832**	**31.9832**	**0.0103**	**0.0000**	**32.2402**

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

3.4 Grading/Excavation - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0191	0.0000	0.0191	2.0800e-003	0.0000	2.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0185	0.1888	0.1610	3.7000e-004		7.8400e-003	7.8400e-003		7.2200e-003	7.2200e-003	0.0000	31.9831	31.9831	0.0103	0.0000	32.2402
Total	**0.0185**	**0.1888**	**0.1610**	**3.7000e-004**	**0.0191**	**7.8400e-003**	**0.0269**	**2.0800e-003**	**7.2200e-003**	**9.3000e-003**	**0.0000**	**31.9831**	**31.9831**	**0.0103**	**0.0000**	**32.2402**

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

3.4 Grading/Excavation - 2022

Mitigated Construction Off-Site

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

3.5 Drainage/Utilities/Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0206	0.1842	0.2059	3.2000e-004		0.0110	0.0110		0.0105	0.0105	0.0000	27.4099	27.4099	4.8100e-003	0.0000	27.5301
Total	**0.0206**	**0.1842**	**0.2059**	**3.2000e-004**		**0.0110**	**0.0110**		**0.0105**	**0.0105**	**0.0000**	**27.4099**	**27.4099**	**4.8100e-003**	**0.0000**	**27.5301**

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

3.5 Drainage/Utilities/Trenching - 2022

Unmitigated Construction Off-Site

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

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	0.0206	0.1842	0.2059	3.2000e-004		0.0110	0.0110		0.0105	0.0105	0.0000	27.4099	27.4099	4.8100e-003	0.0000	27.5301
Total	**0.0206**	**0.1842**	**0.2059**	**3.2000e-004**		**0.0110**	**0.0110**		**0.0105**	**0.0105**	**0.0000**	**27.4099**	**27.4099**	**4.8100e-003**	**0.0000**	**27.5301**

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

3.5 Drainage/Utilities/Trenching - 2022

Mitigated Construction Off-Site

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

3.5 Drainage/Utilities/Trenching - 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	0.0185	0.1655	0.1978	3.0000e-004		9.4200e-003	9.4200e-003		8.9300e-003	8.9300e-003	0.0000	26.4017	26.4017	4.5700e-003	0.0000	26.5159
Total	**0.0185**	**0.1655**	**0.1978**	**3.0000e-004**		**9.4200e-003**	**9.4200e-003**		**8.9300e-003**	**8.9300e-003**	**0.0000**	**26.4017**	**26.4017**	**4.5700e-003**	**0.0000**	**26.5159**

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

3.5 Drainage/Utilities/Trenching - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0185	0.1655	0.1978	3.0000e-004		9.4200e-003	9.4200e-003		8.9300e-003	8.9300e-003	0.0000	26.4017	26.4017	4.5700e-003	0.0000	26.5159
Total	**0.0185**	**0.1655**	**0.1978**	**3.0000e-004**		**9.4200e-003**	**9.4200e-003**		**8.9300e-003**	**8.9300e-003**	**0.0000**	**26.4017**	**26.4017**	**4.5700e-003**	**0.0000**	**26.5159**

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

3.5 Drainage/Utilities/Trenching - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Foundations/Concrete Pour - 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	0.2733	2.2009	1.8583	4.0200e-003		0.0951	0.0951		0.0913	0.0913	0.0000	309.5622	309.5622	0.0601	0.0000	311.0648
Total	**0.2733**	**2.2009**	**1.8583**	**4.0200e-003**		**0.0951**	**0.0951**		**0.0913**	**0.0913**	**0.0000**	**309.5622**	**309.5622**	**0.0601**	**0.0000**	**311.0648**

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

3.6 Foundations/Concrete Pour - 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.2733	2.2009	1.8583	4.0200e-003		0.0951	0.0951		0.0913	0.0913	0.0000	309.5618	309.5618	0.0601	0.0000	311.0644
Total	**0.2733**	**2.2009**	**1.8583**	**4.0200e-003**		**0.0951**	**0.0951**		**0.0913**	**0.0913**	**0.0000**	**309.5618**	**309.5618**	**0.0601**	**0.0000**	**311.0644**

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

3.6 Foundations/Concrete Pour - 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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 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	0.0850	0.8324	0.7959	1.5700e-003		0.0389	0.0389		0.0369	0.0369	0.0000	135.3511	135.3511	0.0268	0.0000	136.0218
Total	**0.0850**	**0.8324**	**0.7959**	**1.5700e-003**		**0.0389**	**0.0389**		**0.0369**	**0.0369**	**0.0000**	**135.3511**	**135.3511**	**0.0268**	**0.0000**	**136.0218**

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

3.7 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0850	0.8324	0.7959	1.5700e-003		0.0389	0.0389		0.0369	0.0369	0.0000	135.3509	135.3509	0.0268	0.0000	136.0216
Total	**0.0850**	**0.8324**	**0.7959**	**1.5700e-003**		**0.0389**	**0.0389**		**0.0369**	**0.0369**	**0.0000**	**135.3509**	**135.3509**	**0.0268**	**0.0000**	**136.0216**

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

3.7 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 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	0.2415	2.3407	2.3838	4.7300e-003		0.1046	0.1046		0.0992	0.0992	0.0000	408.6648	408.6648	0.0804	0.0000	410.6742
Total	**0.2415**	**2.3407**	**2.3838**	**4.7300e-003**		**0.1046**	**0.1046**		**0.0992**	**0.0992**	**0.0000**	**408.6648**	**408.6648**	**0.0804**	**0.0000**	**410.6742**

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

3.7 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.2415	2.3406	2.3838	4.7300e-003		0.1046	0.1046		0.0992	0.0992	0.0000	408.6643	408.6643	0.0804	0.0000	410.6737
Total	**0.2415**	**2.3406**	**2.3838**	**4.7300e-003**		**0.1046**	**0.1046**		**0.0992**	**0.0992**	**0.0000**	**408.6643**	**408.6643**	**0.0804**	**0.0000**	**410.6737**

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

3.7 Building Construction - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.8 Paving - 2025

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	6.0600e-003	0.0563	0.0733	1.0000e-004		3.1900e-003	3.1900e-003		2.9400e-003	2.9400e-003	0.0000	8.5981	8.5981	2.7800e-003	0.0000	8.6676
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.0600e-003**	**0.0563**	**0.0733**	**1.0000e-004**		**3.1900e-003**	**3.1900e-003**		**2.9400e-003**	**2.9400e-003**	**0.0000**	**8.5981**	**8.5981**	**2.7800e-003**	**0.0000**	**8.6676**

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

3.8 Paving - 2025

Unmitigated Construction Off-Site

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

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	6.0600e-003	0.0563	0.0733	1.0000e-004		3.1900e-003	3.1900e-003		2.9400e-003	2.9400e-003	0.0000	8.5981	8.5981	2.7800e-003	0.0000	8.6676
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.0600e-003**	**0.0563**	**0.0733**	**1.0000e-004**		**3.1900e-003**	**3.1900e-003**		**2.9400e-003**	**2.9400e-003**	**0.0000**	**8.5981**	**8.5981**	**2.7800e-003**	**0.0000**	**8.6676**

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

3.8 Paving - 2025

Mitigated Construction Off-Site

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

3.9 Architectural Coatings and Finishes - 2025

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	0.0984	0.7073	1.0693	1.6900e-003		0.0338	0.0338		0.0330	0.0330	0.0000	145.6216	145.6216	0.0150	0.0000	145.9958
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0984**	**0.7073**	**1.0693**	**1.6900e-003**		**0.0338**	**0.0338**		**0.0330**	**0.0330**	**0.0000**	**145.6216**	**145.6216**	**0.0150**	**0.0000**	**145.9958**

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

3.9 Architectural Coatings and Finishes - 2025

Unmitigated Construction Off-Site

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

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	0.0984	0.7073	1.0693	1.6900e-003		0.0338	0.0338		0.0330	0.0330	0.0000	145.6214	145.6214	0.0150	0.0000	145.9956
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0984**	**0.7073**	**1.0693**	**1.6900e-003**		**0.0338**	**0.0338**		**0.0330**	**0.0330**	**0.0000**	**145.6214**	**145.6214**	**0.0150**	**0.0000**	**145.9956**

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

3.9 Architectural Coatings and Finishes - 2025

Mitigated Construction Off-Site

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

3.10 Other 1: Landscaping - 2025

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	0.0292	0.2694	0.3113	7.1000e-004		0.0111	0.0111		0.0102	0.0102	0.0000	62.5267	62.5267	0.0202	0.0000	63.0323
Total	**0.0292**	**0.2694**	**0.3113**	**7.1000e-004**		**0.0111**	**0.0111**		**0.0102**	**0.0102**	**0.0000**	**62.5267**	**62.5267**	**0.0202**	**0.0000**	**63.0323**

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

3.10 Other 1: Landscaping - 2025

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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0292	0.2694	0.3113	7.1000e-004		0.0111	0.0111		0.0102	0.0102	0.0000	62.5266	62.5266	0.0202	0.0000	63.0322
Total	**0.0292**	**0.2694**	**0.3113**	**7.1000e-004**		**0.0111**	**0.0111**		**0.0102**	**0.0102**	**0.0000**	**62.5266**	**62.5266**	**0.0202**	**0.0000**	**63.0322**

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

3.10 Other 1: Landscaping - 2025

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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.11 Other 2: Off-Sites - 2025

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	0.0292	0.2694	0.3113	7.1000e-004		0.0111	0.0111		0.0102	0.0102	0.0000	62.5267	62.5267	0.0202	0.0000	63.0323
Total	**0.0292**	**0.2694**	**0.3113**	**7.1000e-004**		**0.0111**	**0.0111**		**0.0102**	**0.0102**	**0.0000**	**62.5267**	**62.5267**	**0.0202**	**0.0000**	**63.0323**

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

3.11 Other 2: Off-Sites - 2025

Unmitigated Construction Off-Site

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

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	0.0292	0.2694	0.3113	7.1000e-004		0.0111	0.0111		0.0102	0.0102	0.0000	62.5266	62.5266	0.0202	0.0000	63.0322
Total	**0.0292**	**0.2694**	**0.3113**	**7.1000e-004**		**0.0111**	**0.0111**		**0.0102**	**0.0102**	**0.0000**	**62.5266**	**62.5266**	**0.0202**	**0.0000**	**63.0322**

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

3.11 Other 2: Off-Sites - 2025

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2311 N Hollywood Way - 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	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Unmitigated	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

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	6,186.5997	6,186.5997	0.1371	0.0166	6,194.9795
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6,186.5997	6,186.5997	0.1371	0.0166	6,194.9795
NaturalGas Mitigated	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	697.5795	697.5795	0.0134	0.0128	701.7249
NaturalGas Unmitigated	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	697.5795	697.5795	0.0134	0.0128	701.7249

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	9.27289e+006	0.0500	0.4273	0.1818	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	494.8366	494.8366	9.4800e-003	9.0700e-003	497.7772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.56506e+006	8.4400e-003	0.0767	0.0644	4.6000e-004		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	83.5175	83.5175	1.6000e-003	1.5300e-003	84.0138
High Turnover (Sit Down Restaurant)	1.88871e+006	0.0102	0.0926	0.0778	5.6000e-004		7.0400e-003	7.0400e-003		7.0400e-003	7.0400e-003	0.0000	100.7885	100.7885	1.9300e-003	1.8500e-003	101.3875
Quality Restaurant	345495	1.8600e-003	0.0169	0.0142	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4369	18.4369	3.5000e-004	3.4000e-004	18.5465
Total		**0.0705**	**0.6135**	**0.3383**	**3.8500e-003**		**0.0487**	**0.0487**		**0.0487**	**0.0487**	**0.0000**	**697.5795**	**697.5795**	**0.0134**	**0.0128**	**701.7249**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	9.27289e+006	0.0500	0.4273	0.1818	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	494.8366	494.8366	9.4800e-003	9.0700e-003	497.7772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.56506e+006	8.4400e-003	0.0767	0.0644	4.6000e-004		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	83.5175	83.5175	1.6000e-003	1.5300e-003	84.0138
High Turnover (Sit Down Restaurant)	1.88871e+006	0.0102	0.0926	0.0778	5.6000e-004		7.0400e-003	7.0400e-003		7.0400e-003	7.0400e-003	0.0000	100.7885	100.7885	1.9300e-003	1.8500e-003	101.3875
Quality Restaurant	345495	1.8600e-003	0.0169	0.0142	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4369	18.4369	3.5000e-004	3.4000e-004	18.5465
Total		**0.0705**	**0.6135**	**0.3383**	**3.8500e-003**		**0.0487**	**0.0487**		**0.0487**	**0.0487**	**0.0000**	**697.5795**	**697.5795**	**0.0134**	**0.0128**	**701.7249**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.31914e+006	2,241.8943	0.0497	6.0200e-003	2,244.9309
Enclosed Parking with Elevator	3.52294e+006	2,379.5528	0.0527	6.3900e-003	2,382.7759
General Office Building	1.8975e+006	1,281.6558	0.0284	3.4400e-003	1,283.3918
High Turnover (Sit Down Restaurant)	354814	239.6571	5.3100e-003	6.4000e-004	239.9818
Quality Restaurant	64905	43.8397	9.7000e-004	1.2000e-004	43.8991
Total		**6,186.5997**	**0.1371**	**0.0166**	**6,194.9795**

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

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.31914e+006	2,241.8943	0.0497	6.0200e-003	2,244.9309
Enclosed Parking with Elevator	3.52294e+006	2,379.5528	0.0527	6.3900e-003	2,382.7759
General Office Building	1.8975e+006	1,281.6558	0.0284	3.4400e-003	1,283.3918
High Turnover (Sit Down Restaurant)	354814	239.6571	5.3100e-003	6.4000e-004	239.9818
Quality Restaurant	64905	43.8397	9.7000e-004	1.2000e-004	43.8991
Total		**6,186.5997**	**0.1371**	**0.0166**	**6,194.9795**

6.0 Area Detail

6.1 Mitigation Measures Area

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	4.0090	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Unmitigated	4.0090	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2687	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Total	**4.0090**	**0.1025**	**8.9038**	**4.7000e-004**		**0.0494**	**0.0494**		**0.0494**	**0.0494**	**0.0000**	**14.5651**	**14.5651**	**0.0140**	**0.0000**	**14.9156**

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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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2687	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Total	**4.0090**	**0.1025**	**8.9038**	**4.7000e-004**		**0.0494**	**0.0494**		**0.0494**	**0.0494**	**0.0000**	**14.5651**	**14.5651**	**0.0140**	**0.0000**	**14.9156**

7.0 Water Detail

7.1 Mitigation Measures Water

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	1,175.6445	2.8306	0.0693	1,267.0668
Unmitigated	1,175.6445	2.8306	0.0693	1,267.0668

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	56.1628 / 35.407	777.4677	1.8469	0.0453	837.1254
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	26.98 / 16.5361	369.9376	0.8872	0.0217	398.5916
High Turnover (Sit Down Restaurant)	2.48898 / 0.158871	23.8723	0.0816	1.9800e-003	26.5018
Quality Restaurant	0.455301 / 0.0290617	4.3669	0.0149	3.6000e-004	4.8479
Total		**1,175.6445**	**2.8306**	**0.0693**	**1,267.0668**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	56.1628 / 35.407	777.4677	1.8469	0.0453	837.1254
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	26.98 / 16.5361	369.9376	0.8872	0.0217	398.5916
High Turnover (Sit Down Restaurant)	2.48898 / 0.158871	23.8723	0.0816	1.9800e-003	26.5018
Quality Restaurant	0.455301 / 0.0290617	4.3669	0.0149	3.6000e-004	4.8479
Total		**1,175.6445**	**2.8306**	**0.0693**	**1,267.0668**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	129.2322	7.6374	0.0000	320.1672
Unmitigated	129.2322	7.6374	0.0000	320.1672

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	396.52	80.4900	4.7568	0.0000	199.4105
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	141.17	28.6562	1.6935	0.0000	70.9946
High Turnover (Sit Down Restaurant)	97.58	19.8079	1.1706	0.0000	49.0731
Quality Restaurant	1.37	0.2781	0.0164	0.0000	0.6890
Total		**129.2322**	**7.6374**	**0.0000**	**320.1672**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	396.52	80.4900	4.7568	0.0000	199.4105
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	141.17	28.6562	1.6935	0.0000	70.9946
High Turnover (Sit Down Restaurant)	97.58	19.8079	1.1706	0.0000	49.0731
Quality Restaurant	1.37	0.2781	0.0164	0.0000	0.6890
Total		**129.2322**	**7.6374**	**0.0000**	**320.1672**

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2311 N Hollywood Way - 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

2311 N Hollywood Way

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1489.1	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2022 CO2 Intensity Factor from the 2019 Integrated Resource Plan for Burbank

Land Use - 10.43 acre site

Construction Phase - per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

2311 N Hollywood Way - 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

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Assumed to be similar to Other 1 phase

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Trips and VMT - zeroed out. Calculated mobile oustide CalEEMod.

Demolition - 1500 ton of debris

Grading - 22000 CY exported. Assume no acres graded in other phases.

Woodstoves - no operations included. Construction only run.

Energy Use - No operations included. Construction only run.

Construction Off-road Equipment Mitigation -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	418.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	30.00	18.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	20.00	234.00
tblConstructionPhase	NumDays	10.00	39.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	732.70	0.00
tblFireplaces	NumberNoFireplace	86.20	0.00
tblFireplaces	NumberWood	43.10	0.00
tblGrading	MaterialExported	0.00	22,000.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1489.1
tblTripsAndVMT	HaulingTripNumber	148.00	0.00
tblTripsAndVMT	HaulingTripNumber	2,750.00	0.00
tblTripsAndVMT	WorkerTripNumber	945.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	85.00	0.00
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0604	20.9789	17.8865	0.0406	5.4407	0.8715	6.3122	0.5935	0.8025	1.3960	0.0000	3,917.2673	3,917.2673	1.2594	0.0000	3,948.7511
2023	3.0036	24.1860	20.4211	0.0442	0.0000	1.0450	1.0450	0.0000	1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281	0.0000	3,768.0248
2024	1.5383	14.9086	15.1832	0.0301	0.0000	0.6664	0.6664	0.0000	0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643	0.0000	2,883.3806
2025	1.7314	14.2721	18.6455	0.0362	0.0000	0.6277	0.6277	0.0000	0.5940	0.5940	0.0000	3,476.5150	3,476.5150	0.8217	0.0000	3,497.0570
Maximum	**3.0036**	**24.1860**	**20.4211**	**0.0442**	**5.4407**	**1.0450**	**6.3122**	**0.5935**	**1.0037**	**1.3960**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**	**0.0000**	**3,948.7511**

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0604	20.9789	17.8865	0.0406	2.1219	0.8715	2.9934	0.2315	0.8025	1.0340	0.0000	3,917.2673	3,917.2673	1.2594	0.0000	3,948.7511
2023	3.0036	24.1860	20.4211	0.0442	0.0000	1.0450	1.0450	0.0000	1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281	0.0000	3,768.0248
2024	1.5383	14.9086	15.1832	0.0301	0.0000	0.6664	0.6664	0.0000	0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643	0.0000	2,883.3806
2025	1.7314	14.2721	18.6455	0.0362	0.0000	0.6277	0.6277	0.0000	0.5940	0.5940	0.0000	3,476.5150	3,476.5150	0.8217	0.0000	3,497.0570
Maximum	**3.0036**	**24.1860**	**20.4211**	**0.0442**	**2.1219**	**1.0450**	**2.9934**	**0.2315**	**1.0037**	**1.0340**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**	**0.0000**	**3,948.7511**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.00**	**0.00**	**38.36**	**61.00**	**0.00**	**9.98**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Total	**42.9523**	**23.0315**	**264.9884**	**0.4537**	**47.5319**	**0.9639**	**48.4958**	**12.6622**	**0.9424**	**13.6045**	**0.0000**	**48,084.2113**	**48,084.2113**	**3.1278**	**1.8603**	**48,716.7736**

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	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Total	**42.9523**	**23.0315**	**264.9884**	**0.4537**	**47.5319**	**0.9639**	**48.4958**	**12.6622**	**0.9424**	**13.6045**	**0.0000**	**48,084.2113**	**48,084.2113**	**3.1278**	**1.8603**	**48,716.7736**

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/31/2022	6	53	
2	Site Preparation	Site Preparation	9/1/2022	10/15/2022	6	39	
3	Grading/Excavation	Grading	10/16/2022	11/5/2022	6	18	
4	Drainage/Utilities/Trenching	Trenching	12/1/2022	1/31/2023	6	53	
5	Foundations/Concrete Pour	Trenching	2/1/2023	8/31/2023	6	182	
6	Building Construction	Building Construction	9/1/2023	12/31/2024	6	418	
7	Paving	Paving	1/1/2025	3/31/2025	6	77	
8	Architectural Coatings and Finishes	Paving	2/1/2025	10/31/2025	6	234	
9	Other 1: Landscaping	Grading	8/1/2025	12/31/2025	6	131	
10	Other 2: Off-Sites	Grading	8/1/2025	12/31/2025	6	131	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Crawler Tractors	1	8.00	212	0.43

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

Demolition	Excavators	2	8.00	158	0.38
Demolition	Off-Highway Tractors	1	8.00	124	0.44
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Crawler Tractors	1	8.00	212	0.43
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Excavators	1	8.00	158	0.38
Grading/Excavation	Off-Highway Tractors	1	8.00	124	0.44
Grading/Excavation	Plate Compactors	1	8.00	8	0.43
Grading/Excavation	Rubber Tired Loaders	2	8.00	203	0.36
Grading/Excavation	Scrapers	1	8.00	367	0.48
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Concrete/Industrial Saws	1	8.00	81	0.73
Drainage/Utilities/Trenching	Forklifts	1	8.00	89	0.20
Drainage/Utilities/Trenching	Generator Sets	1	8.00	84	0.74
Drainage/Utilities/Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Drainage/Utilities/Trenching	Trenchers	1	8.00	78	0.50
Foundations/Concrete Pour	Cement and Mortar Mixers	28	8.00	9	0.56
Foundations/Concrete Pour	Cranes	2	8.00	231	0.29
Foundations/Concrete Pour	Forklifts	1	8.00	89	0.20
Foundations/Concrete Pour	Generator Sets	1	8.00	84	0.74
Foundations/Concrete Pour	Skid Steer Loaders	1	8.00	65	0.37
Foundations/Concrete Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	2	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37

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

Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Paving	Sweepers/Scrubbers	1	8.00	64	0.46
Architectural Coatings and Finishes	Air Compressors	3	8.00	78	0.48
Architectural Coatings and Finishes	Sweepers/Scrubbers	1	8.00	64	0.46
Other 1: Landscaping	Rubber Tired Loaders	1	8.00	203	0.36
Other 1: Landscaping	Skid Steer Loaders	1	8.00	65	0.37
Other 1: Landscaping	Sweepers/Scrubbers	1	8.00	64	0.46
Other 2: Off-Sites	Rubber Tired Loaders	1	8.00	203	0.36
Other 2: Off-Sites	Skid Steer Loaders	1	8.00	65	0.37
Other 2: Off-Sites	Sweepers/Scrubbers	1	8.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 1: Landscaping	3	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Foundations/Concrete Pour	34	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coatings and Finishes	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Drainage/Utilities/Trenching	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 2: Off-Sites	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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

3.2 Demolition - 2022

Unmitigated Construction 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					0.6056	0.0000	0.6056	0.0917	0.0000	0.0917			0.0000			0.0000
Off-Road	1.3126	13.5190	13.8078	0.0254		0.6223	0.6223		0.5725	0.5725		2,460.2130	2,460.2130	0.7957		2,480.1051
Total	**1.3126**	**13.5190**	**13.8078**	**0.0254**	**0.6056**	**0.6223**	**1.2279**	**0.0917**	**0.5725**	**0.6642**		**2,460.2130**	**2,460.2130**	**0.7957**		**2,480.1051**

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

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

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2362	0.0000	0.2362	0.0358	0.0000	0.0358			0.0000			0.0000
Off-Road	1.3126	13.5190	13.8078	0.0254		0.6223	0.6223		0.5725	0.5725	0.0000	2,460.2130	2,460.2130	0.7957		2,480.1051
Total	**1.3126**	**13.5190**	**13.8078**	**0.0254**	**0.2362**	**0.6223**	**0.8585**	**0.0358**	**0.5725**	**0.6083**	**0.0000**	**2,460.2130**	**2,460.2130**	**0.7957**		**2,480.1051**

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

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4079	0.0000	0.4079	0.0440	0.0000	0.0440			0.0000			0.0000
Off-Road	0.8877	9.5877	7.4869	0.0155		0.4331	0.4331		0.3985	0.3985		1,505.2240	1,505.2240	0.4868		1,517.3945
Total	**0.8877**	**9.5877**	**7.4869**	**0.0155**	**0.4079**	**0.4331**	**0.8410**	**0.0440**	**0.3985**	**0.4425**		**1,505.2240**	**1,505.2240**	**0.4868**		**1,517.3945**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172			0.0000			0.0000
Off-Road	0.8877	9.5877	7.4869	0.0155		0.4331	0.4331		0.3985	0.3985	0.0000	1,505.2240	1,505.2240	0.4868		1,517.3945
Total	**0.8877**	**9.5877**	**7.4869**	**0.0155**	**0.1591**	**0.4331**	**0.5922**	**0.0172**	**0.3985**	**0.4157**	**0.0000**	**1,505.2240**	**1,505.2240**	**0.4868**		**1,517.3945**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.4 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4407	0.0000	5.4407	0.5935	0.0000	0.5935			0.0000			0.0000
Off-Road	2.0604	20.9789	17.8865	0.0406		0.8715	0.8715		0.8025	0.8025		3,917.2673	3,917.2673	1.2594		3,948.7511
Total	**2.0604**	**20.9789**	**17.8865**	**0.0406**	**5.4407**	**0.8715**	**6.3122**	**0.5935**	**0.8025**	**1.3960**		**3,917.2673**	**3,917.2673**	**1.2594**		**3,948.7511**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.4 Grading/Excavation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1219	0.0000	2.1219	0.2315	0.0000	0.2315			0.0000			0.0000
Off-Road	2.0604	20.9789	17.8865	0.0406		0.8715	0.8715		0.8025	0.8025	0.0000	3,917.2673	3,917.2673	1.2594		3,948.7511
Total	**2.0604**	**20.9789**	**17.8865**	**0.0406**	**2.1219**	**0.8715**	**2.9934**	**0.2315**	**0.8025**	**1.0340**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**		**3,948.7511**

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

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

3.5 Drainage/Utilities/Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5232	13.6425	15.2483	0.0234		0.8170	0.8170		0.7754	0.7754		2,238.0948	2,238.0948	0.3926		2,247.9097
Total	**1.5232**	**13.6425**	**15.2483**	**0.0234**		**0.8170**	**0.8170**		**0.7754**	**0.7754**		**2,238.0948**	**2,238.0948**	**0.3926**		**2,247.9097**

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

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

3.5 Drainage/Utilities/Trenching - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5232	13.6425	15.2483	0.0234		0.8170	0.8170		0.7754	0.7754	0.0000	2,238.0948	2,238.0948	0.3926		2,247.9097
Total	**1.5232**	**13.6425**	**15.2483**	**0.0234**		**0.8170**	**0.8170**		**0.7754**	**0.7754**	**0.0000**	**2,238.0948**	**2,238.0948**	**0.3926**		**2,247.9097**

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

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

3.5 Drainage/Utilities/Trenching - 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	1.4222	12.7342	15.2135	0.0234		0.7248	0.7248		0.6873	0.6873		2,238.6839	2,238.6839	0.3875		2,248.3704
Total	**1.4222**	**12.7342**	**15.2135**	**0.0234**		**0.7248**	**0.7248**		**0.6873**	**0.6873**		**2,238.6839**	**2,238.6839**	**0.3875**		**2,248.3704**

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

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

3.5 Drainage/Utilities/Trenching - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4222	12.7342	15.2135	0.0234		0.7248	0.7248		0.6873	0.6873	0.0000	2,238.6839	2,238.6839	0.3875		2,248.3704
Total	**1.4222**	**12.7342**	**15.2135**	**0.0234**		**0.7248**	**0.7248**		**0.6873**	**0.6873**	**0.0000**	**2,238.6839**	**2,238.6839**	**0.3875**		**2,248.3704**

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

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

3.6 Foundations/Concrete Pour - 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	3.0036	24.1860	20.4211	0.0442		1.0450	1.0450		1.0037	1.0037		3,749.8234	3,749.8234	0.7281		3,768.0248
Total	**3.0036**	**24.1860**	**20.4211**	**0.0442**		**1.0450**	**1.0450**		**1.0037**	**1.0037**		**3,749.8234**	**3,749.8234**	**0.7281**		**3,768.0248**

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

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

3.6 Foundations/Concrete Pour - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0036	24.1860	20.4211	0.0442		1.0450	1.0450		1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281		3,768.0248
Total	**3.0036**	**24.1860**	**20.4211**	**0.0442**		**1.0450**	**1.0450**		**1.0037**	**1.0037**	**0.0000**	**3,749.8234**	**3,749.8234**	**0.7281**		**3,768.0248**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.7 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	1.6351	16.0067	15.3061	0.0301		0.7471	0.7471		0.7090	0.7090		2,869.2126	2,869.2126	0.5687		2,883.4296
Total	**1.6351**	**16.0067**	**15.3061**	**0.0301**		**0.7471**	**0.7471**		**0.7090**	**0.7090**		**2,869.2126**	**2,869.2126**	**0.5687**		**2,883.4296**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.7 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6351	16.0067	15.3061	0.0301		0.7471	0.7471		0.7090	0.7090	0.0000	2,869.2126	2,869.2126	0.5687		2,883.4296
Total	**1.6351**	**16.0067**	**15.3061**	**0.0301**		**0.7471**	**0.7471**		**0.7090**	**0.7090**	**0.0000**	**2,869.2126**	**2,869.2126**	**0.5687**		**2,883.4296**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.7 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	1.5383	14.9086	15.1832	0.0301		0.6664	0.6664		0.6319	0.6319		2,869.2728	2,869.2728	0.5643		2,883.3806
Total	**1.5383**	**14.9086**	**15.1832**	**0.0301**		**0.6664**	**0.6664**		**0.6319**	**0.6319**		**2,869.2728**	**2,869.2728**	**0.5643**		**2,883.3806**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.7 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5383	14.9086	15.1832	0.0301		0.6664	0.6664		0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643		2,883.3806
Total	**1.5383**	**14.9086**	**15.1832**	**0.0301**		**0.6664**	**0.6664**		**0.6319**	**0.6319**	**0.0000**	**2,869.2728**	**2,869.2728**	**0.5643**		**2,883.3806**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.8 Paving - 2025

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	0.1574	1.4629	1.9025	2.5400e-003		0.0829	0.0829		0.0763	0.0763		246.1764	246.1764	0.0796		248.1669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1574**	**1.4629**	**1.9025**	**2.5400e-003**		**0.0829**	**0.0829**		**0.0763**	**0.0763**		**246.1764**	**246.1764**	**0.0796**		**248.1669**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.8 Paving - 2025

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	0.1574	1.4629	1.9025	2.5400e-003		0.0829	0.0829		0.0763	0.0763	0.0000	246.1764	246.1764	0.0796		248.1669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1574**	**1.4629**	**1.9025**	**2.5400e-003**		**0.0829**	**0.0829**		**0.0763**	**0.0763**	**0.0000**	**246.1764**	**246.1764**	**0.0796**		**248.1669**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.9 Architectural Coatings and Finishes - 2025

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	0.8408	6.0449	9.1390	0.0144		0.2889	0.2889		0.2823	0.2823		1,371.9686	1,371.9686	0.1410		1,375.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8408**	**6.0449**	**9.1390**	**0.0144**		**0.2889**	**0.2889**		**0.2823**	**0.2823**		**1,371.9686**	**1,371.9686**	**0.1410**		**1,375.4943**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.9 Architectural Coatings and Finishes - 2025

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	0.8408	6.0449	9.1390	0.0144		0.2889	0.2889		0.2823	0.2823	0.0000	1,371.9686	1,371.9686	0.1410		1,375.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8408**	**6.0449**	**9.1390**	**0.0144**		**0.2889**	**0.2889**		**0.2823**	**0.2823**	**0.0000**	**1,371.9686**	**1,371.9686**	**0.1410**		**1,375.4943**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.10 Other 1: Landscaping - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558		1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**		**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.10 Other 1: Landscaping - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558	0.0000	1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**	**0.0000**	**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Summer

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

3.11 Other 2: Off-Sites - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558		1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**		**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

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

3.11 Other 2: Off-Sites - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558	0.0000	1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**	**0.0000**	**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

4.0 Operational Detail - Mobile

2311 N Hollywood Way - 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

4.1 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	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Unmitigated	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

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	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
NaturalGas Unmitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25405.2	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4287.83	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5174.54	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	946.562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25.4052	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4.28783	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5.17454	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	0.946562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Unmitigated	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6446**	**0.8200**	**71.2300**	**3.7700e-003**		**0.3949**	**0.3949**		**0.3949**	**0.3949**	**0.0000**	**128.4418**	**128.4418**	**0.1236**	**0.0000**	**131.5327**

2311 N Hollywood Way - 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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6446**	**0.8200**	**71.2300**	**3.7700e-003**		**0.3949**	**0.3949**		**0.3949**	**0.3949**	**0.0000**	**128.4418**	**128.4418**	**0.1236**	**0.0000**	**131.5327**

7.0 Water Detail

7.1 Mitigation Measures Water

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

2311 N Hollywood Way - 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

2311 N Hollywood Way

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1489.1	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2022 CO2 Intensity Factor from the 2019 Integrated Resource Plan for Burbank

Land Use - 10.43 acre site

Construction Phase - per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

2311 N Hollywood Way - 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

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Off-road Equipment - Assumed to be similar to Other 1 phase

Off-road Equipment - Per Applicant

Off-road Equipment - Per Applicant

Trips and VMT - zeroed out. Calculated mobile oustide CalEEMod.

Demolition - 1500 ton of debris

Grading - 22000 CY exported. Assume no acres graded in other phases.

Woodstoves - no operations included. Construction only run.

Energy Use - No operations included. Construction only run.

Construction Off-road Equipment Mitigation -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	418.00
tblConstructionPhase	NumDays	20.00	53.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	30.00	18.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	20.00	234.00
tblConstructionPhase	NumDays	10.00	39.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	732.70	0.00
tblFireplaces	NumberNoFireplace	86.20	0.00
tblFireplaces	NumberWood	43.10	0.00
tblGrading	MaterialExported	0.00	22,000.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1489.1
tblTripsAndVMT	HaulingTripNumber	148.00	0.00
tblTripsAndVMT	HaulingTripNumber	2,750.00	0.00
tblTripsAndVMT	WorkerTripNumber	945.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	85.00	0.00
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0604	20.9789	17.8865	0.0406	5.4407	0.8715	6.3122	0.5935	0.8025	1.3960	0.0000	3,917.2673	3,917.2673	1.2594	0.0000	3,948.7511
2023	3.0036	24.1860	20.4211	0.0442	0.0000	1.0450	1.0450	0.0000	1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281	0.0000	3,768.0248
2024	1.5383	14.9086	15.1832	0.0301	0.0000	0.6664	0.6664	0.0000	0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643	0.0000	2,883.3806
2025	1.7314	14.2721	18.6455	0.0362	0.0000	0.6277	0.6277	0.0000	0.5940	0.5940	0.0000	3,476.5150	3,476.5150	0.8217	0.0000	3,497.0570
Maximum	**3.0036**	**24.1860**	**20.4211**	**0.0442**	**5.4407**	**1.0450**	**6.3122**	**0.5935**	**1.0037**	**1.3960**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**	**0.0000**	**3,948.7511**

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0604	20.9789	17.8865	0.0406	2.1219	0.8715	2.9934	0.2315	0.8025	1.0340	0.0000	3,917.2673	3,917.2673	1.2594	0.0000	3,948.7511
2023	3.0036	24.1860	20.4211	0.0442	0.0000	1.0450	1.0450	0.0000	1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281	0.0000	3,768.0248
2024	1.5383	14.9086	15.1832	0.0301	0.0000	0.6664	0.6664	0.0000	0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643	0.0000	2,883.3806
2025	1.7314	14.2721	18.6455	0.0362	0.0000	0.6277	0.6277	0.0000	0.5940	0.5940	0.0000	3,476.5150	3,476.5150	0.8217	0.0000	3,497.0570
Maximum	**3.0036**	**24.1860**	**20.4211**	**0.0442**	**2.1219**	**1.0450**	**2.9934**	**0.2315**	**1.0037**	**1.0340**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**	**0.0000**	**3,948.7511**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.00**	**0.00**	**38.36**	**61.00**	**0.00**	**9.98**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2311 N Hollywood Way - 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	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Total	**42.5574**	**24.5196**	**262.1868**	**0.4357**	**47.5319**	**0.9641**	**48.4960**	**12.6622**	**0.9425**	**13.6046**	**0.0000**	**46,264.4201**	**46,264.4201**	**3.2140**	**1.9369**	**46,921.9693**

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	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Total	**42.5574**	**24.5196**	**262.1868**	**0.4357**	**47.5319**	**0.9641**	**48.4960**	**12.6622**	**0.9425**	**13.6046**	**0.0000**	**46,264.4201**	**46,264.4201**	**3.2140**	**1.9369**	**46,921.9693**

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/31/2022	6	53	
2	Site Preparation	Site Preparation	9/1/2022	10/15/2022	6	39	
3	Grading/Excavation	Grading	10/16/2022	11/5/2022	6	18	
4	Drainage/Utilities/Trenching	Trenching	12/1/2022	1/31/2023	6	53	
5	Foundations/Concrete Pour	Trenching	2/1/2023	8/31/2023	6	182	
6	Building Construction	Building Construction	9/1/2023	12/31/2024	6	418	
7	Paving	Paving	1/1/2025	3/31/2025	6	77	
8	Architectural Coatings and Finishes	Paving	2/1/2025	10/31/2025	6	234	
9	Other 1: Landscaping	Grading	8/1/2025	12/31/2025	6	131	
10	Other 2: Off-Sites	Grading	8/1/2025	12/31/2025	6	131	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Crawler Tractors	1	8.00	212	0.43

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

Demolition	Excavators	2	8.00	158	0.38
Demolition	Off-Highway Tractors	1	8.00	124	0.44
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Crawler Tractors	1	8.00	212	0.43
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Excavators	1	8.00	158	0.38
Grading/Excavation	Off-Highway Tractors	1	8.00	124	0.44
Grading/Excavation	Plate Compactors	1	8.00	8	0.43
Grading/Excavation	Rubber Tired Loaders	2	8.00	203	0.36
Grading/Excavation	Scrapers	1	8.00	367	0.48
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Concrete/Industrial Saws	1	8.00	81	0.73
Drainage/Utilities/Trenching	Forklifts	1	8.00	89	0.20
Drainage/Utilities/Trenching	Generator Sets	1	8.00	84	0.74
Drainage/Utilities/Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Drainage/Utilities/Trenching	Trenchers	1	8.00	78	0.50
Foundations/Concrete Pour	Cement and Mortar Mixers	28	8.00	9	0.56
Foundations/Concrete Pour	Cranes	2	8.00	231	0.29
Foundations/Concrete Pour	Forklifts	1	8.00	89	0.20
Foundations/Concrete Pour	Generator Sets	1	8.00	84	0.74
Foundations/Concrete Pour	Skid Steer Loaders	1	8.00	65	0.37
Foundations/Concrete Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	2	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37

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

Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Paving	Sweepers/Scrubbers	1	8.00	64	0.46
Architectural Coatings and Finishes	Air Compressors	3	8.00	78	0.48
Architectural Coatings and Finishes	Sweepers/Scrubbers	1	8.00	64	0.46
Other 1: Landscaping	Rubber Tired Loaders	1	8.00	203	0.36
Other 1: Landscaping	Skid Steer Loaders	1	8.00	65	0.37
Other 1: Landscaping	Sweepers/Scrubbers	1	8.00	64	0.46
Other 2: Off-Sites	Rubber Tired Loaders	1	8.00	203	0.36
Other 2: Off-Sites	Skid Steer Loaders	1	8.00	65	0.37
Other 2: Off-Sites	Sweepers/Scrubbers	1	8.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 1: Landscaping	3	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Foundations/Concrete Pour	34	0.00	0.00	0.00			20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coatings and Finishes	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Drainage/Utilities/Trenching	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Other 2: Off-Sites	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2022

Unmitigated Construction 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					0.6056	0.0000	0.6056	0.0917	0.0000	0.0917			0.0000			0.0000
Off-Road	1.3126	13.5190	13.8078	0.0254		0.6223	0.6223		0.5725	0.5725		2,460.2130	2,460.2130	0.7957		2,480.1051
Total	**1.3126**	**13.5190**	**13.8078**	**0.0254**	**0.6056**	**0.6223**	**1.2279**	**0.0917**	**0.5725**	**0.6642**		**2,460.2130**	**2,460.2130**	**0.7957**		**2,480.1051**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2022

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					0.2362	0.0000	0.2362	0.0358	0.0000	0.0358			0.0000			0.0000
Off-Road	1.3126	13.5190	13.8078	0.0254		0.6223	0.6223		0.5725	0.5725	0.0000	2,460.2130	2,460.2130	0.7957		2,480.1051
Total	**1.3126**	**13.5190**	**13.8078**	**0.0254**	**0.2362**	**0.6223**	**0.8585**	**0.0358**	**0.5725**	**0.6083**	**0.0000**	**2,460.2130**	**2,460.2130**	**0.7957**		**2,480.1051**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4079	0.0000	0.4079	0.0440	0.0000	0.0440			0.0000			0.0000
Off-Road	0.8877	9.5877	7.4869	0.0155		0.4331	0.4331		0.3985	0.3985		1,505.2240	1,505.2240	0.4868		1,517.3945
Total	**0.8877**	**9.5877**	**7.4869**	**0.0155**	**0.4079**	**0.4331**	**0.8410**	**0.0440**	**0.3985**	**0.4425**		**1,505.2240**	**1,505.2240**	**0.4868**		**1,517.3945**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172			0.0000			0.0000
Off-Road	0.8877	9.5877	7.4869	0.0155		0.4331	0.4331		0.3985	0.3985	0.0000	1,505.2240	1,505.2240	0.4868		1,517.3945
Total	**0.8877**	**9.5877**	**7.4869**	**0.0155**	**0.1591**	**0.4331**	**0.5922**	**0.0172**	**0.3985**	**0.4157**	**0.0000**	**1,505.2240**	**1,505.2240**	**0.4868**		**1,517.3945**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.4 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4407	0.0000	5.4407	0.5935	0.0000	0.5935			0.0000			0.0000
Off-Road	2.0604	20.9789	17.8865	0.0406		0.8715	0.8715		0.8025	0.8025		3,917.2673	3,917.2673	1.2594		3,948.7511
Total	**2.0604**	**20.9789**	**17.8865**	**0.0406**	**5.4407**	**0.8715**	**6.3122**	**0.5935**	**0.8025**	**1.3960**		**3,917.2673**	**3,917.2673**	**1.2594**		**3,948.7511**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.4 Grading/Excavation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1219	0.0000	2.1219	0.2315	0.0000	0.2315			0.0000			0.0000
Off-Road	2.0604	20.9789	17.8865	0.0406		0.8715	0.8715		0.8025	0.8025	0.0000	3,917.2673	3,917.2673	1.2594		3,948.7511
Total	**2.0604**	**20.9789**	**17.8865**	**0.0406**	**2.1219**	**0.8715**	**2.9934**	**0.2315**	**0.8025**	**1.0340**	**0.0000**	**3,917.2673**	**3,917.2673**	**1.2594**		**3,948.7511**

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

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

3.5 Drainage/Utilities/Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5232	13.6425	15.2483	0.0234		0.8170	0.8170		0.7754	0.7754		2,238.0948	2,238.0948	0.3926		2,247.9097
Total	**1.5232**	**13.6425**	**15.2483**	**0.0234**		**0.8170**	**0.8170**		**0.7754**	**0.7754**		**2,238.0948**	**2,238.0948**	**0.3926**		**2,247.9097**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.5 Drainage/Utilities/Trenching - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5232	13.6425	15.2483	0.0234		0.8170	0.8170		0.7754	0.7754	0.0000	2,238.0948	2,238.0948	0.3926		2,247.9097
Total	**1.5232**	**13.6425**	**15.2483**	**0.0234**		**0.8170**	**0.8170**		**0.7754**	**0.7754**	**0.0000**	**2,238.0948**	**2,238.0948**	**0.3926**		**2,247.9097**

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

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

3.5 Drainage/Utilities/Trenching - 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	1.4222	12.7342	15.2135	0.0234		0.7248	0.7248		0.6873	0.6873		2,238.6839	2,238.6839	0.3875		2,248.3704
Total	**1.4222**	**12.7342**	**15.2135**	**0.0234**		**0.7248**	**0.7248**		**0.6873**	**0.6873**		**2,238.6839**	**2,238.6839**	**0.3875**		**2,248.3704**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.5 Drainage/Utilities/Trenching - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4222	12.7342	15.2135	0.0234		0.7248	0.7248		0.6873	0.6873	0.0000	2,238.6839	2,238.6839	0.3875		2,248.3704
Total	**1.4222**	**12.7342**	**15.2135**	**0.0234**		**0.7248**	**0.7248**		**0.6873**	**0.6873**	**0.0000**	**2,238.6839**	**2,238.6839**	**0.3875**		**2,248.3704**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.6 Foundations/Concrete Pour - 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	3.0036	24.1860	20.4211	0.0442		1.0450	1.0450		1.0037	1.0037		3,749.8234	3,749.8234	0.7281		3,768.0248
Total	**3.0036**	**24.1860**	**20.4211**	**0.0442**		**1.0450**	**1.0450**		**1.0037**	**1.0037**		**3,749.8234**	**3,749.8234**	**0.7281**		**3,768.0248**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.6 Foundations/Concrete Pour - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0036	24.1860	20.4211	0.0442		1.0450	1.0450		1.0037	1.0037	0.0000	3,749.8234	3,749.8234	0.7281		3,768.0248
Total	**3.0036**	**24.1860**	**20.4211**	**0.0442**		**1.0450**	**1.0450**		**1.0037**	**1.0037**	**0.0000**	**3,749.8234**	**3,749.8234**	**0.7281**		**3,768.0248**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.7 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	1.6351	16.0067	15.3061	0.0301		0.7471	0.7471		0.7090	0.7090		2,869.2126	2,869.2126	0.5687		2,883.4296
Total	**1.6351**	**16.0067**	**15.3061**	**0.0301**		**0.7471**	**0.7471**		**0.7090**	**0.7090**		**2,869.2126**	**2,869.2126**	**0.5687**		**2,883.4296**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.7 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6351	16.0067	15.3061	0.0301		0.7471	0.7471		0.7090	0.7090	0.0000	2,869.2126	2,869.2126	0.5687		2,883.4296
Total	**1.6351**	**16.0067**	**15.3061**	**0.0301**		**0.7471**	**0.7471**		**0.7090**	**0.7090**	**0.0000**	**2,869.2126**	**2,869.2126**	**0.5687**		**2,883.4296**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.7 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	1.5383	14.9086	15.1832	0.0301		0.6664	0.6664		0.6319	0.6319		2,869.2728	2,869.2728	0.5643		2,883.3806
Total	**1.5383**	**14.9086**	**15.1832**	**0.0301**		**0.6664**	**0.6664**		**0.6319**	**0.6319**		**2,869.2728**	**2,869.2728**	**0.5643**		**2,883.3806**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.7 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5383	14.9086	15.1832	0.0301		0.6664	0.6664		0.6319	0.6319	0.0000	2,869.2728	2,869.2728	0.5643		2,883.3806
Total	**1.5383**	**14.9086**	**15.1832**	**0.0301**		**0.6664**	**0.6664**		**0.6319**	**0.6319**	**0.0000**	**2,869.2728**	**2,869.2728**	**0.5643**		**2,883.3806**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.8 Paving - 2025

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	0.1574	1.4629	1.9025	2.5400e-003		0.0829	0.0829		0.0763	0.0763		246.1764	246.1764	0.0796		248.1669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1574**	**1.4629**	**1.9025**	**2.5400e-003**		**0.0829**	**0.0829**		**0.0763**	**0.0763**		**246.1764**	**246.1764**	**0.0796**		**248.1669**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.8 Paving - 2025

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	0.1574	1.4629	1.9025	2.5400e-003		0.0829	0.0829		0.0763	0.0763	0.0000	246.1764	246.1764	0.0796		248.1669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1574**	**1.4629**	**1.9025**	**2.5400e-003**		**0.0829**	**0.0829**		**0.0763**	**0.0763**	**0.0000**	**246.1764**	**246.1764**	**0.0796**		**248.1669**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.9 Architectural Coatings and Finishes - 2025

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	0.8408	6.0449	9.1390	0.0144		0.2889	0.2889		0.2823	0.2823		1,371.9686	1,371.9686	0.1410		1,375.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8408**	**6.0449**	**9.1390**	**0.0144**		**0.2889**	**0.2889**		**0.2823**	**0.2823**		**1,371.9686**	**1,371.9686**	**0.1410**		**1,375.4943**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.9 Architectural Coatings and Finishes - 2025

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	0.8408	6.0449	9.1390	0.0144		0.2889	0.2889		0.2823	0.2823	0.0000	1,371.9686	1,371.9686	0.1410		1,375.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8408**	**6.0449**	**9.1390**	**0.0144**		**0.2889**	**0.2889**		**0.2823**	**0.2823**	**0.0000**	**1,371.9686**	**1,371.9686**	**0.1410**		**1,375.4943**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.10 Other 1: Landscaping - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558		1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**		**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.10 Other 1: Landscaping - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558	0.0000	1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**	**0.0000**	**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

2311 N Hollywood Way - Los Angeles-South Coast County, Winter

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

3.11 Other 2: Off-Sites - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558		1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**		**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

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

3.11 Other 2: Off-Sites - 2025

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	0.4453	4.1136	4.7532	0.0109		0.1694	0.1694		0.1558	0.1558	0.0000	1,052.2732	1,052.2732	0.3403		1,060.7814
Total	**0.4453**	**4.1136**	**4.7532**	**0.0109**		**0.1694**	**0.1694**		**0.1558**	**0.1558**	**0.0000**	**1,052.2732**	**1,052.2732**	**0.3403**		**1,060.7814**

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

4.0 Operational Detail - Mobile

2311 N Hollywood Way - 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

4.1 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	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Unmitigated	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

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	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
NaturalGas Unmitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25405.2	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4287.83	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5174.54	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	946.562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25.4052	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4.28783	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5.17454	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	0.946562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327
Unmitigated	22.6446	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949	0.0000	128.4418	128.4418	0.1236	0.0000	131.5327

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6446**	**0.8200**	**71.2300**	**3.7700e-003**		**0.3949**	**0.3949**		**0.3949**	**0.3949**	**0.0000**	**128.4418**	**128.4418**	**0.1236**	**0.0000**	**131.5327**

2311 N Hollywood Way - 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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6446**	**0.8200**	**71.2300**	**3.7700e-003**		**0.3949**	**0.3949**		**0.3949**	**0.3949**	**0.0000**	**128.4418**	**128.4418**	**0.1236**	**0.0000**	**131.5327**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1489.1	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2022 CO2 intensity

Land Use -

Energy Use -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1489.1

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0517	0.4747	0.4359	6.9000e-004	6.7300e-003	0.0263	0.0331	2.9000e-003	0.0243	0.0272	0.0000	60.8795	60.8795	0.0185	3.0000e-005	61.3492
Maximum	**0.0517**	**0.4747**	**0.4359**	**6.9000e-004**	**6.7300e-003**	**0.0263**	**0.0331**	**2.9000e-003**	**0.0243**	**0.0272**	**0.0000**	**60.8795**	**60.8795**	**0.0185**	**3.0000e-005**	**61.3492**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0517	0.4747	0.4359	6.9000e-004	6.7300e-003	0.0263	0.0331	2.9000e-003	0.0243	0.0272	0.0000	60.8794	60.8794	0.0185	3.0000e-005	61.3491
Maximum	**0.0517**	**0.4747**	**0.4359**	**6.9000e-004**	**6.7300e-003**	**0.0263**	**0.0331**	**2.9000e-003**	**0.0243**	**0.0272**	**0.0000**	**60.8794**	**60.8794**	**0.0185**	**3.0000e-005**	**61.3491**

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

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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)
1	5-21-2021	8-20-2021	0.2944	0.2944
2	8-21-2021	9-30-2021	0.1283	0.1283
		Highest	0.2944	0.2944

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	3.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	8.9932	8.9932	2.0000e-004	3.0000e-005	9.0079
Mobile	4.0800e-003	5.2000e-003	0.0427	9.0000e-005	8.9200e-003	8.0000e-005	9.0000e-003	2.3800e-003	7.0000e-005	2.4500e-003	0.0000	8.2824	8.2824	5.8000e-004	3.7000e-004	8.4081
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4677
Water						0.0000	0.0000		0.0000	0.0000	0.0564	2.3806	2.4370	5.8400e-003	1.4000e-004	2.6258
Total	**7.7500e-003**	**5.7100e-003**	**0.0432**	**9.0000e-005**	**8.9200e-003**	**1.2000e-004**	**9.0400e-003**	**2.3800e-003**	**1.1000e-004**	**2.4900e-003**	**0.2452**	**19.6562**	**19.9014**	**0.0178**	**5.4000e-004**	**20.5096**

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	3.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	8.9932	8.9932	2.0000e-004	3.0000e-005	9.0079
Mobile	4.0800e-003	5.2000e-003	0.0427	9.0000e-005	8.9200e-003	8.0000e-005	9.0000e-003	2.3800e-003	7.0000e-005	2.4500e-003	0.0000	8.2824	8.2824	5.8000e-004	3.7000e-004	8.4081
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4677
Water						0.0000	0.0000		0.0000	0.0000	0.0564	2.3806	2.4370	5.8400e-003	1.4000e-004	2.6258
Total	**7.7500e-003**	**5.7100e-003**	**0.0432**	**9.0000e-005**	**8.9200e-003**	**1.2000e-004**	**9.0400e-003**	**2.3800e-003**	**1.1000e-004**	**2.4900e-003**	**0.2452**	**19.6562**	**19.9014**	**0.0178**	**5.4000e-004**	**20.5096**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/21/2021	6/3/2021	5	10	
2	Site Preparation	Site Preparation	6/4/2021	6/4/2021	5	1	
3	Grading	Grading	6/5/2021	6/8/2021	5	2	

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

4	Building Construction	Building Construction	6/9/2021	10/26/2021	5	100	
5	Paving	Paving	10/27/2021	11/2/2021	5	5	
6	Architectural Coating	Architectural Coating	11/3/2021	11/9/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; 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
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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

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
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	**3.9800e-003**	**0.0363**	**0.0379**	**6.0000e-005**		**2.0400e-003**	**2.0400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**5.2047**	**5.2047**	**9.7000e-004**	**0.0000**	**5.2289**

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.6000e-004	2.0300e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4651	0.4651	1.0000e-005	1.0000e-005	0.4695
Total	**1.9000e-004**	**1.6000e-004**	**2.0300e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4651**	**0.4651**	**1.0000e-005**	**1.0000e-005**	**0.4695**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	**3.9800e-003**	**0.0363**	**0.0379**	**6.0000e-005**		**2.0400e-003**	**2.0400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**5.2047**	**5.2047**	**9.7000e-004**	**0.0000**	**5.2289**

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

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.6000e-004	2.0300e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4651	0.4651	1.0000e-005	1.0000e-005	0.4695
Total	**1.9000e-004**	**1.6000e-004**	**2.0300e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4651**	**0.4651**	**1.0000e-005**	**1.0000e-005**	**0.4695**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

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3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0233	0.0233	0.0000	0.0000	0.0235
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0233**	**0.0233**	**0.0000**	**0.0000**	**0.0235**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

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3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0233	0.0233	0.0000	0.0000	0.0235
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0233**	**0.0233**	**0.0000**	**0.0000**	**0.0235**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2900e-003	0.0143	6.3300e-003	1.0000e-005		6.4000e-004	6.4000e-004		5.9000e-004	5.9000e-004	0.0000	1.2384	1.2384	4.0000e-004	0.0000	1.2484
Total	**1.2900e-003**	**0.0143**	**6.3300e-003**	**1.0000e-005**	**5.3100e-003**	**6.4000e-004**	**5.9500e-003**	**2.5700e-003**	**5.9000e-004**	**3.1600e-003**	**0.0000**	**1.2384**	**1.2384**	**4.0000e-004**	**0.0000**	**1.2484**

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3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.0000e-005	3.0000e-005	3.2000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0751
Total	**3.0000e-005**	**3.0000e-005**	**3.2000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0744**	**0.0744**	**0.0000**	**0.0000**	**0.0751**

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					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2900e-003	0.0143	6.3300e-003	1.0000e-005		6.4000e-004	6.4000e-004		5.9000e-004	5.9000e-004	0.0000	1.2384	1.2384	4.0000e-004	0.0000	1.2484
Total	**1.2900e-003**	**0.0143**	**6.3300e-003**	**1.0000e-005**	**5.3100e-003**	**6.4000e-004**	**5.9500e-003**	**2.5700e-003**	**5.9000e-004**	**3.1600e-003**	**0.0000**	**1.2384**	**1.2384**	**4.0000e-004**	**0.0000**	**1.2484**

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.0000e-005	3.0000e-005	3.2000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0751
Total	**3.0000e-005**	**3.0000e-005**	**3.2000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0744**	**0.0744**	**0.0000**	**0.0000**	**0.0751**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

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

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	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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

3.5 Building Construction - 2021

Mitigated Construction Off-Site

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

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.5000e-004	1.8300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4186	0.4186	1.0000e-005	1.0000e-005	0.4225
Total	**1.7000e-004**	**1.5000e-004**	**1.8300e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4186**	**0.4186**	**1.0000e-005**	**1.0000e-005**	**0.4225**

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.5000e-004	1.8300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4186	0.4186	1.0000e-005	1.0000e-005	0.4225
Total	**1.7000e-004**	**1.5000e-004**	**1.8300e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4186**	**0.4186**	**1.0000e-005**	**1.0000e-005**	**0.4225**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**5.1800e-003**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

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

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	4.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**5.1800e-003**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

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

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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	4.0800e-003	5.2000e-003	0.0427	9.0000e-005	8.9200e-003	8.0000e-005	9.0000e-003	2.3800e-003	7.0000e-005	2.4500e-003	0.0000	8.2824	8.2824	5.8000e-004	3.7000e-004	8.4081
Unmitigated	4.0800e-003	5.2000e-003	0.0427	9.0000e-005	8.9200e-003	8.0000e-005	9.0000e-003	2.3800e-003	7.0000e-005	2.4500e-003	0.0000	8.2824	8.2824	5.8000e-004	3.7000e-004	8.4081

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	9.74	2.21	0.70	23,751	23,751
Total	9.74	2.21	0.70	23,751	23,751

4.3 Trip Type Information

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

4.4 Fleet Mix

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

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	8.4431	8.4431	1.9000e-004	2.0000e-005	8.4545
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.4431	8.4431	1.9000e-004	2.0000e-005	8.4545
NaturalGas Mitigated	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5502	0.5502	1.0000e-005	1.0000e-005	0.5535
NaturalGas Unmitigated	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5502	0.5502	1.0000e-005	1.0000e-005	0.5535

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	10310	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5502	0.5502	1.0000e-005	1.0000e-005	0.5535
Total		**6.0000e-005**	**5.1000e-004**	**4.2000e-004**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.5502**	**0.5502**	**1.0000e-005**	**1.0000e-005**	**0.5535**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	10310	6.0000e-005	5.1000e-004	4.2000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5502	0.5502	1.0000e-005	1.0000e-005	0.5535
Total		**6.0000e-005**	**5.1000e-004**	**4.2000e-004**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.5502**	**0.5502**	**1.0000e-005**	**1.0000e-005**	**0.5535**

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			
General Office Building	12500	8.4431	1.9000e-004	2.0000e-005	8.4545
Total		**8.4431**	**1.9000e-004**	**2.0000e-005**	**8.4545**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	12500	8.4431	1.9000e-004	2.0000e-005	8.4545
Total		**8.4431**	**1.9000e-004**	**2.0000e-005**	**8.4545**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	3.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.6100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**3.6100e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

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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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.6100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**3.6100e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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	2.4370	5.8400e-003	1.4000e-004	2.6258
Unmitigated	2.4370	5.8400e-003	1.4000e-004	2.6258

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.177734 / 0.108934	2.4370	5.8400e-003	1.4000e-004	2.6258
Total		**2.4370**	**5.8400e-003**	**1.4000e-004**	**2.6258**

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			
General Office Building	0.177734 / 0.108934	2.4370	5.8400e-003	1.4000e-004	2.6258
Total		**2.4370**	**5.8400e-003**	**1.4000e-004**	**2.6258**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1888	0.0112	0.0000	0.4677
Unmitigated	0.1888	0.0112	0.0000	0.4677

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			
General Office Building	0.93	0.1888	0.0112	0.0000	0.4677
Total		**0.1888**	**0.0112**	**0.0000**	**0.4677**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.93	0.1888	0.0112	0.0000	0.4677
Total		**0.1888**	**0.0112**	**0.0000**	**0.4677**

9.0 Operational Offroad

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

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

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

2311 N. Hollywood Way- Existing

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Electronic Superstore	105.63	1000sqft	10.43	105,626.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1601.93	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Fry's building for 2021 baseline

Land Use - Existing Fry's building

Construction Phase - No construction

Energy Use -

Sequestration - 36 on-site trees

Area Coating -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1601.93

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2217	2.1619	1.7392	3.2900e-003	0.2667	0.1053	0.3721	0.1135	0.0981	0.2116	0.0000	288.7583	288.7583	0.0712	3.0600e-003	291.4504
2022	0.6871	1.7681	1.9456	3.6100e-003	0.0499	0.0876	0.1375	0.0135	0.0824	0.0959	0.0000	316.4455	316.4455	0.0636	5.5200e-003	319.6803
Maximum	**0.6871**	**2.1619**	**1.9456**	**3.6100e-003**	**0.2667**	**0.1053**	**0.3721**	**0.1135**	**0.0981**	**0.2116**	**0.0000**	**316.4455**	**316.4455**	**0.0712**	**5.5200e-003**	**319.6803**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2217	2.1619	1.7392	3.2900e-003	0.2667	0.1053	0.3721	0.1135	0.0981	0.2116	0.0000	288.7580	288.7580	0.0712	3.0600e-003	291.4501
2022	0.6871	1.7681	1.9456	3.6100e-003	0.0499	0.0876	0.1375	0.0135	0.0824	0.0959	0.0000	316.4452	316.4452	0.0636	5.5200e-003	319.6800
Maximum	**0.6871**	**2.1619**	**1.9456**	**3.6100e-003**	**0.2667**	**0.1053**	**0.3721**	**0.1135**	**0.0981**	**0.2116**	**0.0000**	**316.4452**	**316.4452**	**0.0712**	**5.5200e-003**	**319.6800**

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-20-2021**	**8-19-2021**	1.3892	1.3892
2	**8-20-2021**	**11-19-2021**	0.6775	0.6775
3	**11-20-2021**	**2-19-2022**	0.6390	0.6390
4	**2-20-2022**	**5-19-2022**	0.5853	0.5853
5	**5-20-2022**	**8-19-2022**	0.6043	0.6043
6	**8-20-2022**	**9-30-2022**	0.2759	0.2759
		Highest	1.3892	1.3892

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3818	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-003
Energy	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1,012.3142	1,012.3142	0.0208	2.6700e-003	1,013.6318
Mobile	1.8075	1.7699	13.6350	0.0225	2.0946	0.0244	2.1190	0.5588	0.0228	0.5816	0.0000	2,078.4822	2,078.4822	0.2111	0.1233	2,120.5012
Waste						0.0000	0.0000		0.0000	0.0000	64.4760	0.0000	64.4760	3.8104	0.0000	159.7366
Water						0.0000	0.0000		0.0000	0.0000	2.4823	112.7416	115.2239	0.2573	6.3000e-003	123.5337
Total	**2.1902**	**1.7783**	**13.6434**	**0.0225**	**2.0946**	**0.0251**	**2.1197**	**0.5588**	**0.0235**	**0.5823**	**66.9583**	**3,203.5406**	**3,270.4989**	**4.2997**	**0.1323**	**3,417.4061**

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

2.2 Overall Operational

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	0.3818	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-003
Energy	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1,012.3142	1,012.3142	0.0208	2.6700e-003	1,013.6318
Mobile	1.8075	1.7699	13.6350	0.0225	2.0946	0.0244	2.1190	0.5588	0.0228	0.5816	0.0000	2,078.4822	2,078.4822	0.2111	0.1233	2,120.5012
Waste						0.0000	0.0000		0.0000	0.0000	64.4760	0.0000	64.4760	3.8104	0.0000	159.7366
Water						0.0000	0.0000		0.0000	0.0000	2.4823	112.7416	115.2239	0.2573	6.3000e-003	123.5337
Total	**2.1902**	**1.7783**	**13.6434**	**0.0225**	**2.0946**	**0.0251**	**2.1197**	**0.5588**	**0.0235**	**0.5823**	**66.9583**	**3,203.5406**	**3,270.4989**	**4.2997**	**0.1323**	**3,417.4061**

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

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	25.4880
Total	**25.4880**

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	5/20/2021	6/16/2021	5	20	
2	Site Preparation	Site Preparation	6/17/2021	6/30/2021	5	10	
3	Grading	Grading	7/1/2021	8/11/2021	5	30	
4	Building Construction	Building Construction	8/12/2021	10/5/2022	5	300	
5	Paving	Paving	10/6/2022	11/2/2022	5	20	
6	Architectural Coating	Architectural Coating	11/3/2022	11/30/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 158,439; Non-Residential Outdoor: 52,813; Striped Parking Area: 0 (Architectural Coating – sqft)

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

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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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

Building Construction	9	34.00	17.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0008**	**34.0008**	**9.5700e-003**	**0.0000**	**34.2400**

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

3.2 Demolition - 2021

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	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3954	1.3954	4.0000e-005	4.0000e-005	1.4085
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3954**	**1.3954**	**4.0000e-005**	**4.0000e-005**	**1.4085**

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	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0007**	**34.0007**	**9.5700e-003**	**0.0000**	**34.2400**

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

3.2 Demolition - 2021

Mitigated Construction 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	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3954	1.3954	4.0000e-005	4.0000e-005	1.4085
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3954**	**1.3954**	**4.0000e-005**	**4.0000e-005**	**1.4085**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8372	0.8372	3.0000e-005	2.0000e-005	0.8451
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8372**	**0.8372**	**3.0000e-005**	**2.0000e-005**	**0.8451**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8372	0.8372	3.0000e-005	2.0000e-005	0.8451
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8372**	**0.8372**	**3.0000e-005**	**2.0000e-005**	**0.8451**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7425	81.7425	0.0264	0.0000	82.4034
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.1381**	**0.0298**	**0.1678**	**0.0548**	**0.0274**	**0.0822**	**0.0000**	**81.7425**	**81.7425**	**0.0264**	**0.0000**	**82.4034**

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

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.7000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7908	2.7908	9.0000e-005	8.0000e-005	2.8170
Total	**1.1100e-003**	**9.7000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7908**	**2.7908**	**9.0000e-005**	**8.0000e-005**	**2.8170**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7424	81.7424	0.0264	0.0000	82.4033
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.1381**	**0.0298**	**0.1678**	**0.0548**	**0.0274**	**0.0822**	**0.0000**	**81.7424**	**81.7424**	**0.0264**	**0.0000**	**82.4033**

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

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.7000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7908	2.7908	9.0000e-005	8.0000e-005	2.8170
Total	**1.1100e-003**	**9.7000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7908**	**2.7908**	**9.0000e-005**	**8.0000e-005**	**2.8170**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0970	0.8890	0.8453	1.3700e-003		0.0489	0.0489		0.0460	0.0460	0.0000	118.1350	118.1350	0.0285	0.0000	118.8475
Total	**0.0970**	**0.8890**	**0.8453**	**1.3700e-003**		**0.0489**	**0.0489**		**0.0460**	**0.0460**	**0.0000**	**118.1350**	**118.1350**	**0.0285**	**0.0000**	**118.8475**

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3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	2.3900e-003	0.0526	0.0170	1.7000e-004	5.4600e-003	7.5000e-004	6.2100e-003	1.5800e-003	7.2000e-004	2.2900e-003	0.0000	17.0082	17.0082	5.8000e-004	2.4500e-003	17.7539
Worker	6.4400e-003	5.6400e-003	0.0704	1.8000e-004	0.0190	1.3000e-004	0.0191	5.0500e-003	1.2000e-004	5.1700e-003	0.0000	16.1306	16.1306	5.0000e-004	4.7000e-004	16.2820
Total	**8.8300e-003**	**0.0582**	**0.0873**	**3.5000e-004**	**0.0245**	**8.8000e-004**	**0.0253**	**6.6300e-003**	**8.4000e-004**	**7.4600e-003**	**0.0000**	**33.1388**	**33.1388**	**1.0800e-003**	**2.9200e-003**	**34.0359**

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	0.0970	0.8890	0.8453	1.3700e-003		0.0489	0.0489		0.0460	0.0460	0.0000	118.1349	118.1349	0.0285	0.0000	118.8474
Total	**0.0970**	**0.8890**	**0.8453**	**1.3700e-003**		**0.0489**	**0.0489**		**0.0460**	**0.0460**	**0.0000**	**118.1349**	**118.1349**	**0.0285**	**0.0000**	**118.8474**

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3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	2.3900e-003	0.0526	0.0170	1.7000e-004	5.4600e-003	7.5000e-004	6.2100e-003	1.5800e-003	7.2000e-004	2.2900e-003	0.0000	17.0082	17.0082	5.8000e-004	2.4500e-003	17.7539
Worker	6.4400e-003	5.6400e-003	0.0704	1.8000e-004	0.0190	1.3000e-004	0.0191	5.0500e-003	1.2000e-004	5.1700e-003	0.0000	16.1306	16.1306	5.0000e-004	4.7000e-004	16.2820
Total	**8.8300e-003**	**0.0582**	**0.0873**	**3.5000e-004**	**0.0245**	**8.8000e-004**	**0.0253**	**6.6300e-003**	**8.4000e-004**	**7.4600e-003**	**0.0000**	**33.1388**	**33.1388**	**1.0800e-003**	**2.9200e-003**	**34.0359**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1689	1.5460	1.6200	2.6700e-003		0.0801	0.0801		0.0754	0.0754	0.0000	229.4080	229.4080	0.0550	0.0000	230.7820
Total	**0.1689**	**1.5460**	**1.6200**	**2.6700e-003**		**0.0801**	**0.0801**		**0.0754**	**0.0754**	**0.0000**	**229.4080**	**229.4080**	**0.0550**	**0.0000**	**230.7820**

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2900e-003	0.0865	0.0287	3.3000e-004	0.0106	7.9000e-004	0.0114	3.0600e-003	7.5000e-004	3.8100e-003	0.0000	32.1382	32.1382	1.0700e-003	4.6400e-003	33.5465
Worker	0.0115	9.6100e-003	0.1248	3.3000e-004	0.0369	2.4000e-004	0.0371	9.8000e-003	2.2000e-004	0.0100	0.0000	30.3358	30.3358	8.7000e-004	8.3000e-004	30.6046
Total	**0.0148**	**0.0962**	**0.1535**	**6.6000e-004**	**0.0475**	**1.0300e-003**	**0.0485**	**0.0129**	**9.7000e-004**	**0.0138**	**0.0000**	**62.4740**	**62.4740**	**1.9400e-003**	**5.4700e-003**	**64.1511**

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	0.1689	1.5460	1.6200	2.6700e-003		0.0801	0.0801		0.0754	0.0754	0.0000	229.4077	229.4077	0.0550	0.0000	230.7817
Total	**0.1689**	**1.5460**	**1.6200**	**2.6700e-003**		**0.0801**	**0.0801**		**0.0754**	**0.0754**	**0.0000**	**229.4077**	**229.4077**	**0.0550**	**0.0000**	**230.7817**

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2900e-003	0.0865	0.0287	3.3000e-004	0.0106	7.9000e-004	0.0114	3.0600e-003	7.5000e-004	3.8100e-003	0.0000	32.1382	32.1382	1.0700e-003	4.6400e-003	33.5465
Worker	0.0115	9.6100e-003	0.1248	3.3000e-004	0.0369	2.4000e-004	0.0371	9.8000e-003	2.2000e-004	0.0100	0.0000	30.3358	30.3358	8.7000e-004	8.3000e-004	30.6046
Total	**0.0148**	**0.0962**	**0.1535**	**6.6000e-004**	**0.0475**	**1.0300e-003**	**0.0485**	**0.0129**	**9.7000e-004**	**0.0138**	**0.0000**	**62.4740**	**62.4740**	**1.9400e-003**	**5.4700e-003**	**64.1511**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

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3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.1000e-004	4.3000e-004	5.5600e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3519	1.3519	4.0000e-005	4.0000e-005	1.3638
Total	**5.1000e-004**	**4.3000e-004**	**5.5600e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3519**	**1.3519**	**4.0000e-005**	**4.0000e-005**	**1.3638**

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	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

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

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.1000e-004	4.3000e-004	5.5600e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3519	1.3519	4.0000e-005	4.0000e-005	1.3638
Total	**5.1000e-004**	**4.3000e-004**	**5.5600e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3519**	**1.3519**	**4.0000e-005**	**4.0000e-005**	**1.3638**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4896					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.4916**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

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

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	2.0000e-004	2.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.6309	0.6309	2.0000e-005	2.0000e-005	0.6365
Total	**2.4000e-004**	**2.0000e-004**	**2.6000e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6309**	**0.6309**	**2.0000e-005**	**2.0000e-005**	**0.6365**

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	0.4896					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.4916**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

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3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	2.0000e-004	2.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.6309	0.6309	2.0000e-005	2.0000e-005	0.6365
Total	**2.4000e-004**	**2.0000e-004**	**2.6000e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6309**	**0.6309**	**2.0000e-005**	**2.0000e-005**	**0.6365**

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	1.8075	1.7699	13.6350	0.0225	2.0946	0.0244	2.1190	0.5588	0.0228	0.5816	0.0000	2,078.4822	2,078.4822	0.2111	0.1233	2,120.5012
Unmitigated	1.8075	1.7699	13.6350	0.0225	2.0946	0.0244	2.1190	0.5588	0.0228	0.5816	0.0000	2,078.4822	2,078.4822	0.2111	0.1233	2,120.5012

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Electronic Superstore	4,336.11	5,822.33	4515.68	5,575,245	5,575,245
Total	4,336.11	5,822.33	4,515.68	5,575,245	5,575,245

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Electronic Superstore	16.60	8.40	6.90	15.50	65.50	19.00	27	33	40

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Electronic Superstore	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

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	1,003.1265	1,003.1265	0.0207	2.5000e-003	1,004.3895
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,003.1265	1,003.1265	0.0207	2.5000e-003	1,004.3895
NaturalGas Mitigated	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1877	9.1877	1.8000e-004	1.7000e-004	9.2423
NaturalGas Unmitigated	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1877	9.1877	1.8000e-004	1.7000e-004	9.2423

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Electronic Superstore	172170	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1877	9.1877	1.8000e-004	1.7000e-004	9.2423
Total		**9.3000e-004**	**8.4400e-003**	**7.0900e-003**	**5.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**9.1877**	**9.1877**	**1.8000e-004**	**1.7000e-004**	**9.2423**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Electronic Superstore	172170	9.3000e-004	8.4400e-003	7.0900e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1877	9.1877	1.8000e-004	1.7000e-004	9.2423
Total		**9.3000e-004**	**8.4400e-003**	**7.0900e-003**	**5.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**9.1877**	**9.1877**	**1.8000e-004**	**1.7000e-004**	**9.2423**

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			
Electronic Superstore	1.38053e+006	1,003.1265	0.0207	2.5000e-003	1,004.3895
Total		**1,003.1265**	**0.0207**	**2.5000e-003**	**1,004.3895**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Electronic Superstore	1.38053e+006	1,003.1265	0.0207	2.5000e-003	1,004.3895
Total		**1,003.1265**	**0.0207**	**2.5000e-003**	**1,004.3895**

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3818	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-003
Unmitigated	0.3818	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-003
Total	**0.3818**	**1.0000e-005**	**1.3500e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.6200e-003**	**2.6200e-003**	**1.0000e-005**	**0.0000**	**2.8000e-003**

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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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6200e-003	2.6200e-003	1.0000e-005	0.0000	2.8000e-003
Total	**0.3818**	**1.0000e-005**	**1.3500e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.6200e-003**	**2.6200e-003**	**1.0000e-005**	**0.0000**	**2.8000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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	115.2239	0.2573	6.3000e-003	123.5337
Unmitigated	115.2239	0.2573	6.3000e-003	123.5337

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Electronic Superstore	7.82428 / 4.79553	115.2239	0.2573	6.3000e-003	123.5337
Total		**115.2239**	**0.2573**	**6.3000e-003**	**123.5337**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Electronic Superstore	7.82428 / 4.79553	115.2239	0.2573	6.3000e-003	123.5337
Total		**115.2239**	**0.2573**	**6.3000e-003**	**123.5337**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	64.4760	3.8104	0.0000	159.7366
Unmitigated	64.4760	3.8104	0.0000	159.7366

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			
Electronic Superstore	317.63	64.4760	3.8104	0.0000	159.7366
Total		**64.4760**	**3.8104**	**0.0000**	**159.7366**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Electronic Superstore	317.63	64.4760	3.8104	0.0000	159.7366
Total		**64.4760**	**3.8104**	**0.0000**	**159.7366**

9.0 Operational Offroad

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

2311 N. Hollywood Way- 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

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	25.4880	0.0000	0.0000	25.4880

2311 N. Hollywood Way- 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

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	36	25.4880	0.0000	0.0000	25.4880
Total		**25.4880**	**0.0000**	**0.0000**	**25.4880**

2311 N. Hollywood Way- 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

2311 N. Hollywood Way- 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
Electronic Superstore	105.63	1000sqft	10.43	105,626.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1601.93	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Fry's building for 2021 baseline

Land Use - Existing Fry's building

Construction Phase - No construction

Energy Use -

Sequestration - 36 on-site trees

Area Coating -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1601.93

2.0 Emissions Summary

2311 N. Hollywood Way- 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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2663	46.4573	31.7408	0.0641	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,220.4123	6,220.4123	1.9491	0.0623	6,270.7654
2022	49.1864	16.5343	17.9871	0.0337	0.4889	0.8194	1.3083	0.1321	0.7710	0.9031	0.0000	3,263.4885	3,263.4885	0.7182	0.0601	3,297.2248
Maximum	**49.1864**	**46.4573**	**31.7408**	**0.0641**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,220.4123**	**6,220.4123**	**1.9491**	**0.0623**	**6,270.7654**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2663	46.4573	31.7408	0.0641	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,220.4123	6,220.4123	1.9491	0.0623	6,270.7654
2022	49.1864	16.5343	17.9871	0.0337	0.4889	0.8194	1.3083	0.1321	0.7710	0.9031	0.0000	3,263.4885	3,263.4885	0.7182	0.0601	3,297.2248
Maximum	**49.1864**	**46.4573**	**31.7408**	**0.0641**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,220.4123**	**6,220.4123**	**1.9491**	**0.0623**	**6,270.7654**

2311 N. Hollywood Way- 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2311 N. Hollywood Way- 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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Energy	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Mobile	13.3474	11.4049	93.8459	0.1624	14.9407	0.1710	15.1118	3.9797	0.1597	4.1395		16,541.8762	16,541.8762	1.5478	0.9050	16,850.2657
Total	**15.4449**	**11.4512**	**93.8956**	**0.1626**	**14.9407**	**0.1746**	**15.1153**	**3.9797**	**0.1633**	**4.1430**		**16,597.3934**	**16,597.3934**	**1.5490**	**0.9060**	**16,906.1142**

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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Energy	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Mobile	13.3474	11.4049	93.8459	0.1624	14.9407	0.1710	15.1118	3.9797	0.1597	4.1395		16,541.8762	16,541.8762	1.5478	0.9050	16,850.2657
Total	**15.4449**	**11.4512**	**93.8956**	**0.1626**	**14.9407**	**0.1746**	**15.1153**	**3.9797**	**0.1633**	**4.1430**		**16,597.3934**	**16,597.3934**	**1.5490**	**0.9060**	**16,906.1142**

2311 N. Hollywood Way- 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/20/2021	6/16/2021	5	20	
2	Site Preparation	Site Preparation	6/17/2021	6/30/2021	5	10	
3	Grading	Grading	7/1/2021	8/11/2021	5	30	
4	Building Construction	Building Construction	8/12/2021	10/5/2022	5	300	
5	Paving	Paving	10/6/2022	11/2/2022	5	20	
6	Architectural Coating	Architectural Coating	11/3/2022	11/30/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 158,439; Non-Residential Outdoor: 52,813; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	34.00	17.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2311 N. Hollywood Way- 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

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0563	0.0431	0.6467	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.0267	160.0267	4.7300e-003	4.0900e-003	161.3640
Total	**0.0563**	**0.0431**	**0.6467**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.0267**	**160.0267**	**4.7300e-003**	**4.0900e-003**	**161.3640**

2311 N. Hollywood Way- 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

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0563	0.0431	0.6467	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.0267	160.0267	4.7300e-003	4.0900e-003	161.3640
Total	**0.0563**	**0.0431**	**0.6467**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.0267**	**160.0267**	**4.7300e-003**	**4.0900e-003**	**161.3640**

2311 N. Hollywood Way- 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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.0676**	**0.0517**	**0.7761**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.0320**	**192.0320**	**5.6700e-003**	**4.9100e-003**	**193.6368**

2311 N. Hollywood Way- 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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.0676**	**0.0517**	**0.7761**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.0320**	**192.0320**	**5.6700e-003**	**4.9100e-003**	**193.6368**

2311 N. Hollywood Way- 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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0751	0.0575	0.8623	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.3689	213.3689	6.3000e-003	5.4500e-003	215.1520
Total	**0.0751**	**0.0575**	**0.8623**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.3689**	**213.3689**	**6.3000e-003**	**5.4500e-003**	**215.1520**

2311 N. Hollywood Way- 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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0751	0.0575	0.8623	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.3689	213.3689	6.3000e-003	5.4500e-003	215.1520
Total	**0.0751**	**0.0575**	**0.8623**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.3689**	**213.3689**	**6.3000e-003**	**5.4500e-003**	**215.1520**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.0471	0.9816	0.3281	3.4300e-003	0.1089	0.0147	0.1236	0.0314	0.0141	0.0454		367.6098	367.6098	0.0125	0.0530	383.7099
Worker	0.1277	0.0977	1.4659	3.5900e-003	0.3800	2.6100e-003	0.3827	0.1008	2.4000e-003	0.1032		362.7271	362.7271	0.0107	9.2700e-003	365.7584
Total	**0.1747**	**1.0793**	**1.7940**	**7.0200e-003**	**0.4889**	**0.0173**	**0.5062**	**0.1321**	**0.0165**	**0.1486**		**730.3369**	**730.3369**	**0.0232**	**0.0623**	**749.4683**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.0471	0.9816	0.3281	3.4300e-003	0.1089	0.0147	0.1236	0.0314	0.0141	0.0454		367.6098	367.6098	0.0125	0.0530	383.7099
Worker	0.1277	0.0977	1.4659	3.5900e-003	0.3800	2.6100e-003	0.3827	0.1008	2.4000e-003	0.1032		362.7271	362.7271	0.0107	9.2700e-003	365.7584
Total	**0.1747**	**1.0793**	**1.7940**	**7.0200e-003**	**0.4889**	**0.0173**	**0.5062**	**0.1321**	**0.0165**	**0.1486**		**730.3369**	**730.3369**	**0.0232**	**0.0623**	**749.4683**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0335	0.8327	0.2855	3.3300e-003	0.1089	7.9300e-003	0.1168	0.0314	7.5900e-003	0.0389		357.7847	357.7847	0.0120	0.0516	373.4477
Worker	0.1176	0.0859	1.3382	3.4800e-003	0.3800	2.4300e-003	0.3825	0.1008	2.2400e-003	0.1030		351.3703	351.3703	9.5700e-003	8.5100e-003	354.1449
Total	**0.1511**	**0.9186**	**1.6237**	**6.8100e-003**	**0.4889**	**0.0104**	**0.4993**	**0.1321**	**9.8300e-003**	**0.1420**		**709.1550**	**709.1550**	**0.0215**	**0.0601**	**727.5926**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0335	0.8327	0.2855	3.3300e-003	0.1089	7.9300e-003	0.1168	0.0314	7.5900e-003	0.0389		357.7847	357.7847	0.0120	0.0516	373.4477
Worker	0.1176	0.0859	1.3382	3.4800e-003	0.3800	2.4300e-003	0.3825	0.1008	2.2400e-003	0.1030		351.3703	351.3703	9.5700e-003	8.5100e-003	354.1449
Total	**0.1511**	**0.9186**	**1.6237**	**6.8100e-003**	**0.4889**	**0.0104**	**0.4993**	**0.1321**	**9.8300e-003**	**0.1420**		**709.1550**	**709.1550**	**0.0215**	**0.0601**	**727.5926**

2311 N. Hollywood Way- 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

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

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

2311 N. Hollywood Way- 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

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

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

2311 N. Hollywood Way- 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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.9577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**49.1622**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0242	0.0177	0.2755	7.2000e-004	0.0782	5.0000e-004	0.0787	0.0208	4.6000e-004	0.0212		72.3409	72.3409	1.9700e-003	1.7500e-003	72.9122
Total	**0.0242**	**0.0177**	**0.2755**	**7.2000e-004**	**0.0782**	**5.0000e-004**	**0.0787**	**0.0208**	**4.6000e-004**	**0.0212**		**72.3409**	**72.3409**	**1.9700e-003**	**1.7500e-003**	**72.9122**

2311 N. Hollywood Way- 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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.9577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**49.1622**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0242	0.0177	0.2755	7.2000e-004	0.0782	5.0000e-004	0.0787	0.0208	4.6000e-004	0.0212		72.3409	72.3409	1.9700e-003	1.7500e-003	72.9122
Total	**0.0242**	**0.0177**	**0.2755**	**7.2000e-004**	**0.0782**	**5.0000e-004**	**0.0787**	**0.0208**	**4.6000e-004**	**0.0212**		**72.3409**	**72.3409**	**1.9700e-003**	**1.7500e-003**	**72.9122**

2311 N. Hollywood Way- 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	13.3474	11.4049	93.8459	0.1624	14.9407	0.1710	15.1118	3.9797	0.1597	4.1395		16,541.8762	16,541.8762	1.5478	0.9050	16,850.2657
Unmitigated	13.3474	11.4049	93.8459	0.1624	14.9407	0.1710	15.1118	3.9797	0.1597	4.1395		16,541.8762	16,541.8762	1.5478	0.9050	16,850.2657

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Electronic Superstore	4,336.11	5,822.33	4515.68	5,575,245	5,575,245
Total	4,336.11	5,822.33	4,515.68	5,575,245	5,575,245

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Electronic Superstore	16.60	8.40	6.90	15.50	65.50	19.00	27	33	40

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Electronic Superstore	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

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	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
NaturalGas Unmitigated	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239

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					
Electronic Superstore	471.7	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Total		**5.0900e-003**	**0.0463**	**0.0389**	**2.8000e-004**		**3.5100e-003**	**3.5100e-003**		**3.5100e-003**	**3.5100e-003**		**55.4941**	**55.4941**	**1.0600e-003**	**1.0200e-003**	**55.8239**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Electronic Superstore	0.4717	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Total		**5.0900e-003**	**0.0463**	**0.0389**	**2.8000e-004**		**3.5100e-003**	**3.5100e-003**		**3.5100e-003**	**3.5100e-003**		**55.4941**	**55.4941**	**1.0600e-003**	**1.0200e-003**	**55.8239**

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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Unmitigated	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247

2311 N. Hollywood Way- 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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0100e-003	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Total	**2.0924**	**1.0000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0231**	**0.0231**	**6.0000e-005**		**0.0247**

2311 N. Hollywood Way- 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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0100e-003	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Total	**2.0924**	**1.0000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0231**	**0.0231**	**6.0000e-005**		**0.0247**

7.0 Water Detail

7.1 Mitigation Measures Water

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

2311 N. Hollywood Way- 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

2311 N. Hollywood Way- 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
Electronic Superstore	105.63	1000sqft	10.43	105,626.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	1601.93	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Fry's building for 2021 baseline

Land Use - Existing Fry's building

Construction Phase - No construction

Energy Use -

Sequestration - 36 on-site trees

Area Coating -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	1130.29	1601.93

2.0 Emissions Summary

2311 N. Hollywood Way- 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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2713	46.4634	31.6691	0.0640	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,209.0961	6,209.0961	1.9492	0.0629	6,259.5628
2022	49.1881	16.5776	17.8874	0.0336	0.4889	0.8194	1.3083	0.1321	0.7710	0.9032	0.0000	3,245.0458	3,245.0458	0.7183	0.0607	3,278.9776
Maximum	**49.1881**	**46.4634**	**31.6691**	**0.0640**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,209.0961**	**6,209.0961**	**1.9492**	**0.0629**	**6,259.5628**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2713	46.4634	31.6691	0.0640	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,209.0961	6,209.0961	1.9492	0.0629	6,259.5628
2022	49.1881	16.5776	17.8874	0.0336	0.4889	0.8194	1.3083	0.1321	0.7710	0.9032	0.0000	3,245.0458	3,245.0458	0.7183	0.0607	3,278.9776
Maximum	**49.1881**	**46.4634**	**31.6691**	**0.0640**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,209.0961**	**6,209.0961**	**1.9492**	**0.0629**	**6,259.5628**

2311 N. Hollywood Way- 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2311 N. Hollywood Way- 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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Energy	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Mobile	12.9861	12.2745	95.2463	0.1556	14.9407	0.1713	15.1120	3.9797	0.1600	4.1397		15,859.0728	15,859.0728	1.6451	0.9503	16,183.4013
Total	**15.0836**	**12.3208**	**95.2960**	**0.1559**	**14.9407**	**0.1749**	**15.1156**	**3.9797**	**0.1636**	**4.1433**		**15,914.5900**	**15,914.5900**	**1.6462**	**0.9514**	**16,239.2498**

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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Energy	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Mobile	12.9861	12.2745	95.2463	0.1556	14.9407	0.1713	15.1120	3.9797	0.1600	4.1397		15,859.0728	15,859.0728	1.6451	0.9503	16,183.4013
Total	**15.0836**	**12.3208**	**95.2960**	**0.1559**	**14.9407**	**0.1749**	**15.1156**	**3.9797**	**0.1636**	**4.1433**		**15,914.5900**	**15,914.5900**	**1.6462**	**0.9514**	**16,239.2498**

2311 N. Hollywood Way- 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/20/2021	6/16/2021	5	20	
2	Site Preparation	Site Preparation	6/17/2021	6/30/2021	5	10	
3	Grading	Grading	7/1/2021	8/11/2021	5	30	
4	Building Construction	Building Construction	8/12/2021	10/5/2022	5	300	
5	Paving	Paving	10/6/2022	11/2/2022	5	20	
6	Architectural Coating	Architectural Coating	11/3/2022	11/30/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 158,439; Non-Residential Outdoor: 52,813; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	34.00	17.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2311 N. Hollywood Way- 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

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0601	0.0477	0.5930	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.5395	151.5395	4.7800e-003	4.3700e-003	152.9620
Total	**0.0601**	**0.0477**	**0.5930**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.5395**	**151.5395**	**4.7800e-003**	**4.3700e-003**	**152.9620**

2311 N. Hollywood Way- 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

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0601	0.0477	0.5930	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.5395	151.5395	4.7800e-003	4.3700e-003	152.9620
Total	**0.0601**	**0.0477**	**0.5930**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.5395**	**151.5395**	**4.7800e-003**	**4.3700e-003**	**152.9620**

2311 N. Hollywood Way- 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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.0721**	**0.0572**	**0.7116**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**181.8474**	**181.8474**	**5.7300e-003**	**5.2500e-003**	**183.5545**

2311 N. Hollywood Way- 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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.0721**	**0.0572**	**0.7116**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**181.8474**	**181.8474**	**5.7300e-003**	**5.2500e-003**	**183.5545**

2311 N. Hollywood Way- 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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0801	0.0635	0.7907	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.0526	202.0526	6.3700e-003	5.8300e-003	203.9494
Total	**0.0801**	**0.0635**	**0.7907**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.0526**	**202.0526**	**6.3700e-003**	**5.8300e-003**	**203.9494**

2311 N. Hollywood Way- 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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0801	0.0635	0.7907	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.0526	202.0526	6.3700e-003	5.8300e-003	203.9494
Total	**0.0801**	**0.0635**	**0.7907**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.0526**	**202.0526**	**6.3700e-003**	**5.8300e-003**	**203.9494**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.0468	1.0205	0.3386	3.4300e-003	0.1089	0.0147	0.1236	0.0314	0.0141	0.0455		367.6193	367.6193	0.0125	0.0530	383.7345
Worker	0.1362	0.1080	1.3442	3.4000e-003	0.3800	2.6100e-003	0.3827	0.1008	2.4000e-003	0.1032		343.4895	343.4895	0.0108	9.9100e-003	346.7140
Total	**0.1830**	**1.1285**	**1.6827**	**6.8300e-003**	**0.4889**	**0.0174**	**0.5063**	**0.1321**	**0.0165**	**0.1486**		**711.1088**	**711.1088**	**0.0233**	**0.0629**	**730.4484**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.0468	1.0205	0.3386	3.4300e-003	0.1089	0.0147	0.1236	0.0314	0.0141	0.0455		367.6193	367.6193	0.0125	0.0530	383.7345
Worker	0.1362	0.1080	1.3442	3.4000e-003	0.3800	2.6100e-003	0.3827	0.1008	2.4000e-003	0.1032		343.4895	343.4895	0.0108	9.9100e-003	346.7140
Total	**0.1830**	**1.1285**	**1.6827**	**6.8300e-003**	**0.4889**	**0.0174**	**0.5063**	**0.1321**	**0.0165**	**0.1486**		**711.1088**	**711.1088**	**0.0233**	**0.0629**	**730.4484**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0331	0.8671	0.2954	3.3300e-003	0.1089	7.9600e-003	0.1169	0.0314	7.6200e-003	0.0390		357.9191	357.9191	0.0119	0.0516	373.6010
Worker	0.1259	0.0949	1.2287	3.2900e-003	0.3800	2.4300e-003	0.3825	0.1008	2.2400e-003	0.1030		332.7931	332.7931	9.6900e-003	9.0900e-003	335.7444
Total	**0.1590**	**0.9620**	**1.5240**	**6.6200e-003**	**0.4889**	**0.0104**	**0.4993**	**0.1321**	**9.8600e-003**	**0.1420**		**690.7122**	**690.7122**	**0.0216**	**0.0607**	**709.3454**

2311 N. Hollywood Way- 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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0331	0.8671	0.2954	3.3300e-003	0.1089	7.9600e-003	0.1169	0.0314	7.6200e-003	0.0390		357.9191	357.9191	0.0119	0.0516	373.6010
Worker	0.1259	0.0949	1.2287	3.2900e-003	0.3800	2.4300e-003	0.3825	0.1008	2.2400e-003	0.1030		332.7931	332.7931	9.6900e-003	9.0900e-003	335.7444
Total	**0.1590**	**0.9620**	**1.5240**	**6.6200e-003**	**0.4889**	**0.0104**	**0.4993**	**0.1321**	**9.8600e-003**	**0.1420**		**690.7122**	**690.7122**	**0.0216**	**0.0607**	**709.3454**

2311 N. Hollywood Way- 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

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

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

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

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

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

2311 N. Hollywood Way- 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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.9577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**49.1622**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0259	0.0195	0.2530	6.8000e-004	0.0782	5.0000e-004	0.0787	0.0208	4.6000e-004	0.0212		68.5162	68.5162	1.9900e-003	1.8700e-003	69.1238
Total	**0.0259**	**0.0195**	**0.2530**	**6.8000e-004**	**0.0782**	**5.0000e-004**	**0.0787**	**0.0208**	**4.6000e-004**	**0.0212**		**68.5162**	**68.5162**	**1.9900e-003**	**1.8700e-003**	**69.1238**

2311 N. Hollywood Way- 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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.9577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**49.1622**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0259	0.0195	0.2530	6.8000e-004	0.0782	5.0000e-004	0.0787	0.0208	4.6000e-004	0.0212		68.5162	68.5162	1.9900e-003	1.8700e-003	69.1238
Total	**0.0259**	**0.0195**	**0.2530**	**6.8000e-004**	**0.0782**	**5.0000e-004**	**0.0787**	**0.0208**	**4.6000e-004**	**0.0212**		**68.5162**	**68.5162**	**1.9900e-003**	**1.8700e-003**	**69.1238**

2311 N. Hollywood Way- 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	12.9861	12.2745	95.2463	0.1556	14.9407	0.1713	15.1120	3.9797	0.1600	4.1397		15,859.0728	15,859.0728	1.6451	0.9503	16,183.4013
Unmitigated	12.9861	12.2745	95.2463	0.1556	14.9407	0.1713	15.1120	3.9797	0.1600	4.1397		15,859.0728	15,859.0728	1.6451	0.9503	16,183.4013

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Electronic Superstore	4,336.11	5,822.33	4515.68	5,575,245	5,575,245
Total	4,336.11	5,822.33	4,515.68	5,575,245	5,575,245

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Electronic Superstore	16.60	8.40	6.90	15.50	65.50	19.00	27	33	40

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Electronic Superstore	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

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	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
NaturalGas Unmitigated	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239

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					
Electronic Superstore	471.7	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Total		**5.0900e-003**	**0.0463**	**0.0389**	**2.8000e-004**		**3.5100e-003**	**3.5100e-003**		**3.5100e-003**	**3.5100e-003**		**55.4941**	**55.4941**	**1.0600e-003**	**1.0200e-003**	**55.8239**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Electronic Superstore	0.4717	5.0900e-003	0.0463	0.0389	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4941	55.4941	1.0600e-003	1.0200e-003	55.8239
Total		**5.0900e-003**	**0.0463**	**0.0389**	**2.8000e-004**		**3.5100e-003**	**3.5100e-003**		**3.5100e-003**	**3.5100e-003**		**55.4941**	**55.4941**	**1.0600e-003**	**1.0200e-003**	**55.8239**

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	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Unmitigated	2.0924	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247

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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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0100e-003	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Total	**2.0924**	**1.0000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0231**	**0.0231**	**6.0000e-005**		**0.0247**

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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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0100e-003	1.0000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0231	0.0231	6.0000e-005		0.0247
Total	**2.0924**	**1.0000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0231**	**0.0231**	**6.0000e-005**		**0.0247**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	509.25	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operations only run for Project in 2026

Land Use - Project land uses across 10.43 acres

Construction Phase - no construction in this run

Vehicle Trips - mobile calculated outside CalEEMod

Woodstoves - assume no woodstoves. 2 outdoor fire pits included.

Energy Use - Title 24 2019 standard

Water Mitigation - Low flow fixtures and water efficient irrigation included.

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

Waste Mitigation - Burbank Zero Waste Policy - commercial and large multi-family have a recycling rate of ~25%
https://www.calrecycle.ca.gov/zerowaste/communities

Architectural Coating -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	732.70	2.00
tblFireplaces	NumberNoFireplace	86.20	2.00
tblFireplaces	NumberWood	43.10	0.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	509.25
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4114	2.8882	3.7131	9.8000e-003	0.8192	0.1156	0.9348	0.2617	0.1078	0.3695	0.0000	898.0216	898.0216	0.0897	0.0438	913.3128
2022	4.0091	3.1493	5.8183	0.0170	1.2115	0.1058	1.3173	0.3251	0.0995	0.4246	0.0000	1,569.1502	1,569.1502	0.1024	0.0866	1,597.5198
Maximum	**4.0091**	**3.1493**	**5.8183**	**0.0170**	**1.2115**	**0.1156**	**1.3173**	**0.3251**	**0.1078**	**0.4246**	**0.0000**	**1,569.1502**	**1,569.1502**	**0.1024**	**0.0866**	**1,597.5198**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4114	2.8882	3.7131	9.8000e-003	0.8192	0.1156	0.9348	0.2617	0.1078	0.3695	0.0000	898.0213	898.0213	0.0897	0.0438	913.3125
2022	4.0091	3.1493	5.8183	0.0170	1.2115	0.1058	1.3173	0.3251	0.0995	0.4246	0.0000	1,569.1498	1,569.1498	0.1024	0.0866	1,597.5195
Maximum	**4.0091**	**3.1493**	**5.8183**	**0.0170**	**1.2115**	**0.1156**	**1.3173**	**0.3251**	**0.1078**	**0.4246**	**0.0000**	**1,569.1498**	**1,569.1498**	**0.1024**	**0.0866**	**1,597.5195**

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-26-2021**	**8-25-2021**	1.4425	1.4425
2	**8-26-2021**	**11-25-2021**	1.3091	1.3091
3	**11-26-2021**	**2-25-2022**	1.2249	1.2249
4	**2-26-2022**	**5-25-2022**	1.1061	1.1061
5	**5-26-2022**	**8-25-2022**	1.1317	1.1317
6	**8-26-2022**	**9-30-2022**	0.4428	0.4428
		Highest	1.4425	1.4425

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.0091	0.1029	8.9039	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	15.0453	15.0453	0.0140	1.0000e-005	15.3987
Energy	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	2,813.3044	2,813.3044	0.1505	0.0294	2,825.8295
Mobile	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Waste						0.0000	0.0000		0.0000	0.0000	129.2322	0.0000	129.2322	7.6374	0.0000	320.1672
Water						0.0000	0.0000		0.0000	0.0000	27.3114	392.7128	420.0242	2.8306	0.0693	511.4465
Total	**7.2130**	**4.0872**	**40.4151**	**0.0724**	**7.6408**	**0.1476**	**7.7883**	**2.0386**	**0.1440**	**2.1827**	**156.5436**	**9,519.8337**	**9,676.3773**	**11.0767**	**0.3763**	**10,065.4158**

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

2.2 Overall Operational

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	4.0091	0.1029	8.9039	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	15.0453	15.0453	0.0140	1.0000e-005	15.3987
Energy	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	2,813.3044	2,813.3044	0.1505	0.0294	2,825.8295
Mobile	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Waste						0.0000	0.0000		0.0000	0.0000	96.9241	0.0000	96.9241	5.7281	0.0000	240.1254
Water						0.0000	0.0000		0.0000	0.0000	21.8492	332.7663	354.6155	2.2657	0.0556	427.8270
Total	**7.2130**	**4.0872**	**40.4151**	**0.0724**	**7.6408**	**0.1476**	**7.7883**	**2.0386**	**0.1440**	**2.1827**	**118.7733**	**9,459.8872**	**9,578.6605**	**8.6024**	**0.3625**	**9,901.7544**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**24.13**	**0.63**	**1.01**	**22.34**	**3.65**	**1.63**

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	5/26/2021	6/22/2021	5	20	
2	Site Preparation	Site Preparation	6/23/2021	7/6/2021	5	10	
3	Grading	Grading	7/7/2021	8/17/2021	5	30	

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4	Building Construction	Building Construction	8/18/2021	10/11/2022	5	300	
5	Paving	Paving	10/12/2022	11/8/2022	5	20	
6	Architectural Coating	Architectural Coating	11/9/2022	12/6/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

Residential Indoor: 1,745,550; Residential Outdoor: 581,850; Non-Residential Indoor: 242,250; Non-Residential Outdoor: 80,750; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

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Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	945.00	225.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	189.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0008**	**34.0008**	**9.5700e-003**	**0.0000**	**34.2400**

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3954	1.3954	4.0000e-005	4.0000e-005	1.4085
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3954**	**1.3954**	**4.0000e-005**	**4.0000e-005**	**1.4085**

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	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0007**	**34.0007**	**9.5700e-003**	**0.0000**	**34.2400**

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3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3954	1.3954	4.0000e-005	4.0000e-005	1.4085
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3954**	**1.3954**	**4.0000e-005**	**4.0000e-005**	**1.4085**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

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3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8372	0.8372	3.0000e-005	2.0000e-005	0.8451
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8372**	**0.8372**	**3.0000e-005**	**2.0000e-005**	**0.8451**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

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3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8372	0.8372	3.0000e-005	2.0000e-005	0.8451
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8372**	**0.8372**	**3.0000e-005**	**2.0000e-005**	**0.8451**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7425	81.7425	0.0264	0.0000	82.4034
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.1381**	**0.0298**	**0.1678**	**0.0548**	**0.0274**	**0.0822**	**0.0000**	**81.7425**	**81.7425**	**0.0264**	**0.0000**	**82.4034**

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

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.7000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7908	2.7908	9.0000e-005	8.0000e-005	2.8170
Total	**1.1100e-003**	**9.7000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7908**	**2.7908**	**9.0000e-005**	**8.0000e-005**	**2.8170**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7424	81.7424	0.0264	0.0000	82.4033
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.1381**	**0.0298**	**0.1678**	**0.0548**	**0.0274**	**0.0822**	**0.0000**	**81.7424**	**81.7424**	**0.0264**	**0.0000**	**82.4033**

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.7000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7908	2.7908	9.0000e-005	8.0000e-005	2.8170
Total	**1.1100e-003**	**9.7000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7908**	**2.7908**	**9.0000e-005**	**8.0000e-005**	**2.8170**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0932	0.8542	0.8122	1.3200e-003		0.0470	0.0470		0.0442	0.0442	0.0000	113.5023	113.5023	0.0274	0.0000	114.1868
Total	**0.0932**	**0.8542**	**0.8122**	**1.3200e-003**		**0.0470**	**0.0470**		**0.0442**	**0.0442**	**0.0000**	**113.5023**	**113.5023**	**0.0274**	**0.0000**	**114.1868**

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3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0304	0.6689	0.2158	2.2200e-003	0.0695	9.5400e-003	0.0790	0.0201	9.1300e-003	0.0292	0.0000	216.2807	216.2807	7.3400e-003	0.0312	225.7633
Worker	0.1719	0.1505	1.8786	4.7000e-003	0.5074	3.5500e-003	0.5110	0.1348	3.2700e-003	0.1380	0.0000	430.7542	430.7542	0.0134	0.0124	434.7957
Total	**0.2023**	**0.8194**	**2.0944**	**6.9200e-003**	**0.5769**	**0.0131**	**0.5900**	**0.1548**	**0.0124**	**0.1672**	**0.0000**	**647.0349**	**647.0349**	**0.0207**	**0.0436**	**660.5590**

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	0.0932	0.8542	0.8122	1.3200e-003		0.0470	0.0470		0.0442	0.0442	0.0000	113.5021	113.5021	0.0274	0.0000	114.1867
Total	**0.0932**	**0.8542**	**0.8122**	**1.3200e-003**		**0.0470**	**0.0470**		**0.0442**	**0.0442**	**0.0000**	**113.5021**	**113.5021**	**0.0274**	**0.0000**	**114.1867**

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3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0304	0.6689	0.2158	2.2200e-003	0.0695	9.5400e-003	0.0790	0.0201	9.1300e-003	0.0292	0.0000	216.2807	216.2807	7.3400e-003	0.0312	225.7633
Worker	0.1719	0.1505	1.8786	4.7000e-003	0.5074	3.5500e-003	0.5110	0.1348	3.2700e-003	0.1380	0.0000	430.7542	430.7542	0.0134	0.0124	434.7957
Total	**0.2023**	**0.8194**	**2.0944**	**6.9200e-003**	**0.5769**	**0.0131**	**0.5900**	**0.1548**	**0.0124**	**0.1672**	**0.0000**	**647.0349**	**647.0349**	**0.0207**	**0.0436**	**660.5590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1723	1.5772	1.6527	2.7200e-003		0.0817	0.0817		0.0769	0.0769	0.0000	234.0425	234.0425	0.0561	0.0000	235.4442
Total	**0.1723**	**1.5772**	**1.6527**	**2.7200e-003**		**0.0817**	**0.0817**		**0.0769**	**0.0769**	**0.0000**	**234.0425**	**234.0425**	**0.0561**	**0.0000**	**235.4442**

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0444	1.1686	0.3876	4.4500e-003	0.1432	0.0106	0.1538	0.0413	0.0102	0.0515	0.0000	433.9519	433.9519	0.0145	0.0626	452.9678
Worker	0.3270	0.2724	3.5384	9.3800e-003	1.0459	6.8300e-003	1.0527	0.2778	6.2800e-003	0.2841	0.0000	860.1896	860.1896	0.0247	0.0235	867.8126
Total	**0.3713**	**1.4410**	**3.9260**	**0.0138**	**1.1891**	**0.0175**	**1.2066**	**0.3191**	**0.0164**	**0.3356**	**0.0000**	**1,294.1415**	**1,294.1415**	**0.0392**	**0.0861**	**1,320.7804**

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	0.1723	1.5772	1.6527	2.7200e-003		0.0817	0.0817		0.0769	0.0769	0.0000	234.0422	234.0422	0.0561	0.0000	235.4440
Total	**0.1723**	**1.5772**	**1.6527**	**2.7200e-003**		**0.0817**	**0.0817**		**0.0769**	**0.0769**	**0.0000**	**234.0422**	**234.0422**	**0.0561**	**0.0000**	**235.4440**

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0444	1.1686	0.3876	4.4500e-003	0.1432	0.0106	0.1538	0.0413	0.0102	0.0515	0.0000	433.9519	433.9519	0.0145	0.0626	452.9678
Worker	0.3270	0.2724	3.5384	9.3800e-003	1.0459	6.8300e-003	1.0527	0.2778	6.2800e-003	0.2841	0.0000	860.1896	860.1896	0.0247	0.0235	867.8126
Total	**0.3713**	**1.4410**	**3.9260**	**0.0138**	**1.1891**	**0.0175**	**1.2066**	**0.3191**	**0.0164**	**0.3356**	**0.0000**	**1,294.1415**	**1,294.1415**	**0.0392**	**0.0861**	**1,320.7804**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

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3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.1000e-004	4.3000e-004	5.5600e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3519	1.3519	4.0000e-005	4.0000e-005	1.3638
Total	**5.1000e-004**	**4.3000e-004**	**5.5600e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3519**	**1.3519**	**4.0000e-005**	**4.0000e-005**	**1.3638**

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	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

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

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	5.1000e-004	4.3000e-004	5.5600e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3519	1.3519	4.0000e-005	4.0000e-005	1.3638
Total	**5.1000e-004**	**4.3000e-004**	**5.5600e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3519**	**1.3519**	**4.0000e-005**	**4.0000e-005**	**1.3638**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.4454					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**3.4475**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

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3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4700e-003	5.3900e-003	0.0701	1.9000e-004	0.0207	1.4000e-004	0.0209	5.5000e-003	1.2000e-004	5.6300e-003	0.0000	17.0335	17.0335	4.9000e-004	4.7000e-004	17.1844
Total	**6.4700e-003**	**5.3900e-003**	**0.0701**	**1.9000e-004**	**0.0207**	**1.4000e-004**	**0.0209**	**5.5000e-003**	**1.2000e-004**	**5.6300e-003**	**0.0000**	**17.0335**	**17.0335**	**4.9000e-004**	**4.7000e-004**	**17.1844**

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	3.4454					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**3.4475**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

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

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4700e-003	5.3900e-003	0.0701	1.9000e-004	0.0207	1.4000e-004	0.0209	5.5000e-003	1.2000e-004	5.6300e-003	0.0000	17.0335	17.0335	4.9000e-004	4.7000e-004	17.1844
Total	**6.4700e-003**	**5.3900e-003**	**0.0701**	**1.9000e-004**	**0.0207**	**1.4000e-004**	**0.0209**	**5.5000e-003**	**1.2000e-004**	**5.6300e-003**	**0.0000**	**17.0335**	**17.0335**	**4.9000e-004**	**4.7000e-004**	**17.1844**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738
Unmitigated	3.1335	3.3708	31.1729	0.0681	7.6408	0.0495	7.6903	2.0386	0.0459	2.0846	0.0000	6,298.7712	6,298.7712	0.4442	0.2775	6,392.5738

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

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	2,115.7249	2,115.7249	0.1371	0.0166	2,124.1047
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,115.7249	2,115.7249	0.1371	0.0166	2,124.1047
NaturalGas Mitigated	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	697.5795	697.5795	0.0134	0.0128	701.7249
NaturalGas Unmitigated	0.0705	0.6135	0.3383	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	697.5795	697.5795	0.0134	0.0128	701.7249

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	9.27289e+006	0.0500	0.4273	0.1818	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	494.8366	494.8366	9.4800e-003	9.0700e-003	497.7772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.56506e+006	8.4400e-003	0.0767	0.0644	4.6000e-004		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	83.5175	83.5175	1.6000e-003	1.5300e-003	84.0138
High Turnover (Sit Down Restaurant)	1.88871e+006	0.0102	0.0926	0.0778	5.6000e-004		7.0400e-003	7.0400e-003		7.0400e-003	7.0400e-003	0.0000	100.7885	100.7885	1.9300e-003	1.8500e-003	101.3875
Quality Restaurant	345495	1.8600e-003	0.0169	0.0142	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4369	18.4369	3.5000e-004	3.4000e-004	18.5465
Total		**0.0705**	**0.6135**	**0.3383**	**3.8500e-003**		**0.0487**	**0.0487**		**0.0487**	**0.0487**	**0.0000**	**697.5795**	**697.5795**	**0.0134**	**0.0128**	**701.7249**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	9.27289e+006	0.0500	0.4273	0.1818	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	494.8366	494.8366	9.4800e-003	9.0700e-003	497.7772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.56506e+006	8.4400e-003	0.0767	0.0644	4.6000e-004		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	83.5175	83.5175	1.6000e-003	1.5300e-003	84.0138
High Turnover (Sit Down Restaurant)	1.88871e+006	0.0102	0.0926	0.0778	5.6000e-004		7.0400e-003	7.0400e-003		7.0400e-003	7.0400e-003	0.0000	100.7885	100.7885	1.9300e-003	1.8500e-003	101.3875
Quality Restaurant	345495	1.8600e-003	0.0169	0.0142	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4369	18.4369	3.5000e-004	3.4000e-004	18.5465
Total		**0.0705**	**0.6135**	**0.3383**	**3.8500e-003**		**0.0487**	**0.0487**		**0.0487**	**0.0487**	**0.0000**	**697.5795**	**697.5795**	**0.0134**	**0.0128**	**701.7249**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.31914e+006	766.6944	0.0497	6.0200e-003	769.7311
Enclosed Parking with Elevator	3.52294e+006	813.7716	0.0527	6.3900e-003	816.9947
General Office Building	1.8975e+006	438.3072	0.0284	3.4400e-003	440.0432
High Turnover (Sit Down Restaurant)	354814	81.9592	5.3100e-003	6.4000e-004	82.2838
Quality Restaurant	64905	14.9925	9.7000e-004	1.2000e-004	15.0519
Total		**2,115.7249**	**0.1371**	**0.0166**	**2,124.1047**

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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

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.31914e+006	766.6944	0.0497	6.0200e-003	769.7311
Enclosed Parking with Elevator	3.52294e+006	813.7716	0.0527	6.3900e-003	816.9947
General Office Building	1.8975e+006	438.3072	0.0284	3.4400e-003	440.0432
High Turnover (Sit Down Restaurant)	354814	81.9592	5.3100e-003	6.4000e-004	82.2838
Quality Restaurant	64905	14.9925	9.7000e-004	1.2000e-004	15.0519
Total		**2,115.7249**	**0.1371**	**0.0166**	**2,124.1047**

6.0 Area Detail

6.1 Mitigation Measures Area

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	4.0091	0.1029	8.9039	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	15.0453	15.0453	0.0140	1.0000e-005	15.3987
Unmitigated	4.0091	0.1029	8.9039	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	15.0453	15.0453	0.0140	1.0000e-005	15.3987

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.0000e-005	4.1000e-004	1.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4803	0.4803	1.0000e-005	1.0000e-005	0.4831
Landscaping	0.2687	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Total	**4.0091**	**0.1029**	**8.9039**	**4.7000e-004**		**0.0494**	**0.0494**		**0.0494**	**0.0494**	**0.0000**	**15.0453**	**15.0453**	**0.0140**	**1.0000e-005**	**15.3987**

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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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.0000e-005	4.1000e-004	1.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4803	0.4803	1.0000e-005	1.0000e-005	0.4831
Landscaping	0.2687	0.1025	8.9038	4.7000e-004		0.0494	0.0494		0.0494	0.0494	0.0000	14.5651	14.5651	0.0140	0.0000	14.9156
Total	**4.0091**	**0.1029**	**8.9039**	**4.7000e-004**		**0.0494**	**0.0494**		**0.0494**	**0.0494**	**0.0000**	**15.0453**	**15.0453**	**0.0140**	**1.0000e-005**	**15.3987**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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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	354.6155	2.2657	0.0556	427.8270
Unmitigated	420.0242	2.8306	0.0693	511.4465

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	56.1628 / 35.407	277.6068	1.8469	0.0453	337.2645
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	26.98 / 16.5361	132.1454	0.8872	0.0217	160.7995
High Turnover (Sit Down Restaurant)	2.48898 / 0.158871	8.6836	0.0816	1.9800e-003	11.3131
Quality Restaurant	0.455301 / 0.0290617	1.5885	0.0149	3.6000e-004	2.0695
Total		**420.0242**	**2.8306**	**0.0693**	**511.4465**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	44.9302 / 33.2471	234.7158	1.4783	0.0363	282.4919
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	21.584 / 15.5274	111.6151	0.7101	0.0174	134.5617
High Turnover (Sit Down Restaurant)	1.99118 / 0.14918	7.0035	0.0653	1.5800e-003	9.1074
Quality Restaurant	0.36424 / 0.027289	1.2811	0.0119	2.9000e-004	1.6660
Total		**354.6155**	**2.2657**	**0.0556**	**427.8270**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	96.9241	5.7281	0.0000	240.1254
Unmitigated	129.2322	7.6374	0.0000	320.1672

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	396.52	80.4900	4.7568	0.0000	199.4105
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	141.17	28.6562	1.6935	0.0000	70.9946
High Turnover (Sit Down Restaurant)	97.58	19.8079	1.1706	0.0000	49.0731
Quality Restaurant	1.37	0.2781	0.0164	0.0000	0.6890
Total		**129.2322**	**7.6374**	**0.0000**	**320.1672**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	297.39	60.3675	3.5676	0.0000	149.5579
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	105.878	21.4922	1.2702	0.0000	53.2460
High Turnover (Sit Down Restaurant)	73.185	14.8559	0.8780	0.0000	36.8049
Quality Restaurant	1.0275	0.2086	0.0123	0.0000	0.5167
Total		**96.9241**	**5.7281**	**0.0000**	**240.1254**

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

2311 N Hollywood Way Project Operations

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	509.25	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operations only run for Project in 2026

Land Use - Project land uses across 10.43 acres

Construction Phase - no construction in this run

Vehicle Trips - mobile calculated outside CalEEMod

Woodstoves - assume no woodstoves. 2 outdoor fire pits included.

Energy Use - Title 24 2019 standard

Water Mitigation - Low flow fixtures and water efficient irrigation included.

2311 N Hollywood Way Project Operations - 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

Waste Mitigation - Burbank Zero Waste Policy - commercial and large multi-family have a recycling rate of ~25%
https://www.calrecycle.ca.gov/zerowaste/communities

Architectural Coating -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	732.70	2.00
tblFireplaces	NumberNoFireplace	86.20	2.00
tblFireplaces	NumberWood	43.10	0.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	509.25
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	6.0720	46.4573	61.6611	0.1720	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	17,500.4682	17,500.4682	1.9491	0.9589	17,813.2089
2022	345.4012	29.0240	57.3357	0.1676	12.0041	0.9816	12.9856	3.2163	0.9238	4.1401	0.0000	17,055.7456	17,055.7456	1.0363	0.9189	17,355.4679
Maximum	**345.4012**	**46.4573**	**61.6611**	**0.1720**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**17,500.4682**	**17,500.4682**	**1.9491**	**0.9589**	**17,813.2089**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	6.0720	46.4573	61.6611	0.1720	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	17,500.4682	17,500.4682	1.9491	0.9589	17,813.2089
2022	345.4012	29.0240	57.3357	0.1676	12.0041	0.9816	12.9856	3.2163	0.9238	4.1401	0.0000	17,055.7456	17,055.7456	1.0363	0.9189	17,355.4679
Maximum	**345.4012**	**46.4573**	**61.6611**	**0.1720**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**17,500.4682**	**17,500.4682**	**1.9491**	**0.9589**	**17,813.2089**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

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

2311 N Hollywood Way Project Operations - 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	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Total	**42.9562**	**23.0647**	**265.0025**	**0.4539**	**47.5319**	**0.9666**	**48.4985**	**12.6622**	**0.9451**	**13.6072**	**0.0000**	**48,126.5642**	**48,126.5642**	**3.1286**	**1.8611**	**48,759.3782**

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	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Total	**42.9562**	**23.0647**	**265.0025**	**0.4539**	**47.5319**	**0.9666**	**48.4985**	**12.6622**	**0.9451**	**13.6072**	**0.0000**	**48,126.5642**	**48,126.5642**	**3.1286**	**1.8611**	**48,759.3782**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	5/26/2021	6/22/2021	5	20	
2	Site Preparation	Site Preparation	6/23/2021	7/6/2021	5	10	
3	Grading	Grading	7/7/2021	8/17/2021	5	30	
4	Building Construction	Building Construction	8/18/2021	10/11/2022	5	300	
5	Paving	Paving	10/12/2022	11/8/2022	5	20	
6	Architectural Coating	Architectural Coating	11/9/2022	12/6/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

Residential Indoor: 1,745,550; Residential Outdoor: 581,850; Non-Residential Indoor: 242,250; Non-Residential Outdoor: 80,750; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	945.00	225.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	189.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

Unmitigated Construction 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	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0563	0.0431	0.6467	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.0267	160.0267	4.7300e-003	4.0900e-003	161.3640
Total	**0.0563**	**0.0431**	**0.6467**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.0267**	**160.0267**	**4.7300e-003**	**4.0900e-003**	**161.3640**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

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	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0563	0.0431	0.6467	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.0267	160.0267	4.7300e-003	4.0900e-003	161.3640
Total	**0.0563**	**0.0431**	**0.6467**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.0267**	**160.0267**	**4.7300e-003**	**4.0900e-003**	**161.3640**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.0676**	**0.0517**	**0.7761**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.0320**	**192.0320**	**5.6700e-003**	**4.9100e-003**	**193.6368**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0676	0.0517	0.7761	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.0320	192.0320	5.6700e-003	4.9100e-003	193.6368
Total	**0.0676**	**0.0517**	**0.7761**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.0320**	**192.0320**	**5.6700e-003**	**4.9100e-003**	**193.6368**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0751	0.0575	0.8623	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.3689	213.3689	6.3000e-003	5.4500e-003	215.1520
Total	**0.0751**	**0.0575**	**0.8623**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.3689**	**213.3689**	**6.3000e-003**	**5.4500e-003**	**215.1520**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0751	0.0575	0.8623	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.3689	213.3689	6.3000e-003	5.4500e-003	215.1520
Total	**0.0751**	**0.0575**	**0.8623**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.3689**	**213.3689**	**6.3000e-003**	**5.4500e-003**	**215.1520**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6227	12.9917	4.3421	0.0453	1.4412	0.1945	1.6357	0.4150	0.1861	0.6010		4,865.4241	4,865.4241	0.1654	0.7012	5,078.5135
Worker	3.5484	2.7165	40.7438	0.0998	10.5629	0.0724	10.6353	2.8013	0.0667	2.8680		10,081.6802	10,081.6802	0.2979	0.2577	10,165.9312
Total	**4.1711**	**15.7082**	**45.0859**	**0.1451**	**12.0041**	**0.2669**	**12.2710**	**3.2163**	**0.2527**	**3.4690**		**14,947.1043**	**14,947.1043**	**0.4633**	**0.9589**	**15,244.4447**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6227	12.9917	4.3421	0.0453	1.4412	0.1945	1.6357	0.4150	0.1861	0.6010		4,865.4241	4,865.4241	0.1654	0.7012	5,078.5135
Worker	3.5484	2.7165	40.7438	0.0998	10.5629	0.0724	10.6353	2.8013	0.0667	2.8680		10,081.6802	10,081.6802	0.2979	0.2577	10,165.9312
Total	**4.1711**	**15.7082**	**45.0859**	**0.1451**	**12.0041**	**0.2669**	**12.2710**	**3.2163**	**0.2527**	**3.4690**		**14,947.1043**	**14,947.1043**	**0.4633**	**0.9589**	**15,244.4447**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.4427	11.0214	3.7789	0.0441	1.4412	0.1050	1.5462	0.4150	0.1004	0.5154		4,735.3859	4,735.3859	0.1583	0.6824	4,942.6906
Worker	3.2695	2.3869	37.1935	0.0966	10.5629	0.0676	10.6305	2.8013	0.0622	2.8635		9,766.0261	9,766.0261	0.2661	0.2365	9,843.1451
Total	**3.7123**	**13.4083**	**40.9723**	**0.1407**	**12.0041**	**0.1726**	**12.1766**	**3.2163**	**0.1627**	**3.3789**		**14,501.4120**	**14,501.4120**	**0.4244**	**0.9189**	**14,785.8357**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.4427	11.0214	3.7789	0.0441	1.4412	0.1050	1.5462	0.4150	0.1004	0.5154		4,735.3859	4,735.3859	0.1583	0.6824	4,942.6906
Worker	3.2695	2.3869	37.1935	0.0966	10.5629	0.0676	10.6305	2.8013	0.0622	2.8635		9,766.0261	9,766.0261	0.2661	0.2365	9,843.1451
Total	**3.7123**	**13.4083**	**40.9723**	**0.1407**	**12.0041**	**0.1726**	**12.1766**	**3.2163**	**0.1627**	**3.3789**		**14,501.4120**	**14,501.4120**	**0.4244**	**0.9189**	**14,785.8357**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

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

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

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

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	344.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**344.7473**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.6539	0.4774	7.4387	0.0193	2.1126	0.0135	2.1261	0.5603	0.0124	0.5727		1,953.2052	1,953.2052	0.0532	0.0473	1,968.6290
Total	**0.6539**	**0.4774**	**7.4387**	**0.0193**	**2.1126**	**0.0135**	**2.1261**	**0.5603**	**0.0124**	**0.5727**		**1,953.2052**	**1,953.2052**	**0.0532**	**0.0473**	**1,968.6290**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Summer

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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	344.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**344.7473**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.6539	0.4774	7.4387	0.0193	2.1126	0.0135	2.1261	0.5603	0.0124	0.5727		1,953.2052	1,953.2052	0.0532	0.0473	1,968.6290
Total	**0.6539**	**0.4774**	**7.4387**	**0.0193**	**2.1126**	**0.0135**	**2.1261**	**0.5603**	**0.0124**	**0.5727**		**1,953.2052**	**1,953.2052**	**0.0532**	**0.0473**	**1,968.6290**

2311 N Hollywood Way Project Operations - 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	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791
Unmitigated	19.9215	18.8497	191.9048	0.4289	47.5319	0.3022	47.8341	12.6622	0.2806	12.9428		43,742.3460	43,742.3460	2.9234	1.7831	44,346.7791

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
NaturalGas Unmitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25405.2	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4287.83	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5174.54	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	946.562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25.4052	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4.28783	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5.17454	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	0.946562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

2311 N Hollywood Way Project Operations - 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
Category	lb/day										lb/day					
Mitigated	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Unmitigated	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8800e-003	0.0332	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	42.3529	42.3529	8.1000e-004	7.8000e-004	42.6046
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6485**	**0.8532**	**71.2442**	**3.9800e-003**		**0.3976**	**0.3976**		**0.3976**	**0.3976**	**0.0000**	**170.7947**	**170.7947**	**0.1245**	**7.8000e-004**	**174.1373**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8800e-003	0.0332	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	42.3529	42.3529	8.1000e-004	7.8000e-004	42.6046
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6485**	**0.8532**	**71.2442**	**3.9800e-003**		**0.3976**	**0.3976**		**0.3976**	**0.3976**	**0.0000**	**170.7947**	**170.7947**	**0.1245**	**7.8000e-004**	**174.1373**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2311 N Hollywood Way Project Operations - 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

2311 N Hollywood Way Project Operations

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	151.80	1000sqft	2.00	151,800.00	0
Enclosed Parking with Elevator	1,619.00	Space	2.00	647,600.00	0
High Turnover (Sit Down Restaurant)	8.20	1000sqft	1.00	8,200.00	0
Quality Restaurant	1.50	1000sqft	0.43	1,500.00	0
Apartments Mid Rise	862.00	Dwelling Unit	5.00	862,000.00	2465

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Burbank Water and Power				
CO2 Intensity (lb/MWhr)	509.25	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operations only run for Project in 2026

Land Use - Project land uses across 10.43 acres

Construction Phase - no construction in this run

Vehicle Trips - mobile calculated outside CalEEMod

Woodstoves - assume no woodstoves. 2 outdoor fire pits included.

Energy Use - Title 24 2019 standard

Water Mitigation - Low flow fixtures and water efficient irrigation included.

2311 N Hollywood Way Project Operations - 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

Waste Mitigation - Burbank Zero Waste Policy - commercial and large multi-family have a recycling rate of ~25%
https://www.calrecycle.ca.gov/zerowaste/communities

Architectural Coating -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	732.70	2.00
tblFireplaces	NumberNoFireplace	86.20	2.00
tblFireplaces	NumberWood	43.10	0.00
tblProjectCharacteristics	CO2IntensityFactor	1130.29	509.25
tblWoodstoves	NumberCatalytic	43.10	0.00
tblWoodstoves	NumberNoncatalytic	43.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	6.3058	46.4634	58.4161	0.1667	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	16,965.9010	16,965.9010	1.9492	0.9774	17,284.2113
2022	345.4473	29.7288	54.4221	0.1625	12.0041	0.9820	12.9860	3.2163	0.9242	4.1405	0.0000	16,541.1885	16,541.1885	1.0390	0.9359	16,846.0699
Maximum	**345.4473**	**46.4634**	**58.4161**	**0.1667**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**16,965.9010**	**16,965.9010**	**1.9492**	**0.9774**	**17,284.2113**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	6.3058	46.4634	58.4161	0.1667	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	16,965.9010	16,965.9010	1.9492	0.9774	17,284.2113
2022	345.4473	29.7288	54.4221	0.1625	12.0041	0.9820	12.9860	3.2163	0.9242	4.1405	0.0000	16,541.1885	16,541.1885	1.0390	0.9359	16,846.0699
Maximum	**345.4473**	**46.4634**	**58.4161**	**0.1667**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**16,965.9010**	**16,965.9010**	**1.9492**	**0.9774**	**17,284.2113**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

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

2311 N Hollywood Way Project Operations - 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	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Total	**42.5613**	**24.5528**	**262.2009**	**0.4359**	**47.5319**	**0.9668**	**48.4986**	**12.6622**	**0.9452**	**13.6073**	**0.0000**	**46,306.7730**	**46,306.7730**	**3.2148**	**1.9377**	**46,964.5740**

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	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Energy	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
Mobile	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Total	**42.5613**	**24.5528**	**262.2009**	**0.4359**	**47.5319**	**0.9668**	**48.4986**	**12.6622**	**0.9452**	**13.6073**	**0.0000**	**46,306.7730**	**46,306.7730**	**3.2148**	**1.9377**	**46,964.5740**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	5/26/2021	6/22/2021	5	20	
2	Site Preparation	Site Preparation	6/23/2021	7/6/2021	5	10	
3	Grading	Grading	7/7/2021	8/17/2021	5	30	
4	Building Construction	Building Construction	8/18/2021	10/11/2022	5	300	
5	Paving	Paving	10/12/2022	11/8/2022	5	20	
6	Architectural Coating	Architectural Coating	11/9/2022	12/6/2022	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 2

Residential Indoor: 1,745,550; Residential Outdoor: 581,850; Non-Residential Indoor: 242,250; Non-Residential Outdoor: 80,750; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	945.00	225.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	189.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Unmitigated Construction 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	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0601	0.0477	0.5930	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.5395	151.5395	4.7800e-003	4.3700e-003	152.9620
Total	**0.0601**	**0.0477**	**0.5930**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.5395**	**151.5395**	**4.7800e-003**	**4.3700e-003**	**152.9620**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Mitigated Construction 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	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

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	0.0601	0.0477	0.5930	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.5395	151.5395	4.7800e-003	4.3700e-003	152.9620
Total	**0.0601**	**0.0477**	**0.5930**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.5395**	**151.5395**	**4.7800e-003**	**4.3700e-003**	**152.9620**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.0721**	**0.0572**	**0.7116**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**181.8474**	**181.8474**	**5.7300e-003**	**5.2500e-003**	**183.5545**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	0.0721	0.0572	0.7116	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		181.8474	181.8474	5.7300e-003	5.2500e-003	183.5545
Total	**0.0721**	**0.0572**	**0.7116**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**181.8474**	**181.8474**	**5.7300e-003**	**5.2500e-003**	**183.5545**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0801	0.0635	0.7907	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.0526	202.0526	6.3700e-003	5.8300e-003	203.9494
Total	**0.0801**	**0.0635**	**0.7907**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.0526**	**202.0526**	**6.3700e-003**	**5.8300e-003**	**203.9494**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**9.2036**	**1.9853**	**11.1889**	**3.6538**	**1.8265**	**5.4803**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0801	0.0635	0.7907	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.0526	202.0526	6.3700e-003	5.8300e-003	203.9494
Total	**0.0801**	**0.0635**	**0.7907**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.0526**	**202.0526**	**6.3700e-003**	**5.8300e-003**	**203.9494**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6194	13.5066	4.4812	0.0453	1.4412	0.1951	1.6362	0.4150	0.1866	0.6016		4,865.5501	4,865.5501	0.1649	0.7019	5,078.8384
Worker	3.7855	3.0024	37.3598	0.0945	10.5629	0.0724	10.6353	2.8013	0.0667	2.8680		9,546.9870	9,546.9870	0.3009	0.2755	9,636.6087
Total	**4.4048**	**16.5090**	**41.8409**	**0.1398**	**12.0041**	**0.2675**	**12.2715**	**3.2163**	**0.2533**	**3.4696**		**14,412.5371**	**14,412.5371**	**0.4658**	**0.9774**	**14,715.4470**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6194	13.5066	4.4812	0.0453	1.4412	0.1951	1.6362	0.4150	0.1866	0.6016		4,865.5501	4,865.5501	0.1649	0.7019	5,078.8384
Worker	3.7855	3.0024	37.3598	0.0945	10.5629	0.0724	10.6353	2.8013	0.0667	2.8680		9,546.9870	9,546.9870	0.3009	0.2755	9,636.6087
Total	**4.4048**	**16.5090**	**41.8409**	**0.1398**	**12.0041**	**0.2675**	**12.2715**	**3.2163**	**0.2533**	**3.4696**		**14,412.5371**	**14,412.5371**	**0.4658**	**0.9774**	**14,715.4470**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.4375	11.4758	3.9095	0.0441	1.4412	0.1054	1.5466	0.4150	0.1008	0.5158		4,737.1650	4,737.1650	0.1578	0.6833	4,944.7192
Worker	3.5002	2.6374	34.1492	0.0915	10.5629	0.0676	10.6305	2.8013	0.0622	2.8635		9,249.6899	9,249.6899	0.2693	0.2527	9,331.7185
Total	**3.9376**	**14.1132**	**38.0587**	**0.1356**	**12.0041**	**0.1730**	**12.1770**	**3.2163**	**0.1630**	**3.3793**		**13,986.8550**	**13,986.8550**	**0.4270**	**0.9359**	**14,276.4377**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.4375	11.4758	3.9095	0.0441	1.4412	0.1054	1.5466	0.4150	0.1008	0.5158		4,737.1650	4,737.1650	0.1578	0.6833	4,944.7192
Worker	3.5002	2.6374	34.1492	0.0915	10.5629	0.0676	10.6305	2.8013	0.0622	2.8635		9,249.6899	9,249.6899	0.2693	0.2527	9,331.7185
Total	**3.9376**	**14.1132**	**38.0587**	**0.1356**	**12.0041**	**0.1730**	**12.1770**	**3.2163**	**0.1630**	**3.3793**		**13,986.8550**	**13,986.8550**	**0.4270**	**0.9359**	**14,276.4377**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

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

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

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

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	344.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**344.7473**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.7000	0.5275	6.8298	0.0183	2.1126	0.0135	2.1261	0.5603	0.0124	0.5727		1,849.9380	1,849.9380	0.0539	0.0505	1,866.3437
Total	**0.7000**	**0.5275**	**6.8298**	**0.0183**	**2.1126**	**0.0135**	**2.1261**	**0.5603**	**0.0124**	**0.5727**		**1,849.9380**	**1,849.9380**	**0.0539**	**0.0505**	**1,866.3437**

2311 N Hollywood Way Project Operations - Los Angeles-South Coast County, Winter

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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	344.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**344.7473**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.7000	0.5275	6.8298	0.0183	2.1126	0.0135	2.1261	0.5603	0.0124	0.5727		1,849.9380	1,849.9380	0.0539	0.0505	1,866.3437
Total	**0.7000**	**0.5275**	**6.8298**	**0.0183**	**2.1126**	**0.0135**	**2.1261**	**0.5603**	**0.0124**	**0.5727**		**1,849.9380**	**1,849.9380**	**0.0539**	**0.0505**	**1,866.3437**

2311 N Hollywood Way Project Operations - 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	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749
Unmitigated	19.5266	20.3378	189.1033	0.4109	47.5319	0.3024	47.8342	12.6622	0.2808	12.9429		41,922.5548	41,922.5548	3.0096	1.8597	42,551.9749

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,689.28	4,232.42	3525.58	15,232,882	15,232,882
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	1,478.53	335.48	106.26	3,605,458	3,605,458
High Turnover (Sit Down Restaurant)	919.88	1,003.68	1169.65	1,318,579	1,318,579
Quality Restaurant	125.76	135.06	107.96	177,306	177,306
Total	7,213.45	5,706.64	4,909.44	20,334,226	20,334,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

2311 N Hollywood Way Project Operations - 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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Quality Restaurant	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618
NaturalGas Unmitigated	0.3862	3.3617	1.8535	0.0211		0.2669	0.2669		0.2669	0.2669		4,213.4235	4,213.4235	0.0808	0.0773	4,238.4618

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25405.2	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4287.83	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5174.54	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	946.562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	25.4052	0.2740	2.3413	0.9963	0.0149		0.1893	0.1893		0.1893	0.1893		2,988.8437	2,988.8437	0.0573	0.0548	3,006.6049
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	4.28783	0.0462	0.4204	0.3531	2.5200e-003		0.0320	0.0320		0.0320	0.0320		504.4506	504.4506	9.6700e-003	9.2500e-003	507.4483
High Turnover (Sit Down Restaurant)	5.17454	0.0558	0.5073	0.4261	3.0400e-003		0.0386	0.0386		0.0386	0.0386		608.7691	608.7691	0.0117	0.0112	612.3867
Quality Restaurant	0.946562	0.0102	0.0928	0.0780	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3602	111.3602	2.1300e-003	2.0400e-003	112.0220
Total		**0.3862**	**3.3618**	**1.8535**	**0.0211**		**0.2669**	**0.2669**		**0.2669**	**0.2669**		**4,213.4235**	**4,213.4235**	**0.0808**	**0.0773**	**4,238.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

2311 N Hollywood Way Project Operations - 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
Category	lb/day										lb/day					
Mitigated	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373
Unmitigated	22.6485	0.8532	71.2442	3.9800e-003		0.3976	0.3976		0.3976	0.3976	0.0000	170.7947	170.7947	0.1245	7.8000e-004	174.1373

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8800e-003	0.0332	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	42.3529	42.3529	8.1000e-004	7.8000e-004	42.6046
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6485**	**0.8532**	**71.2442**	**3.9800e-003**		**0.3976**	**0.3976**		**0.3976**	**0.3976**	**0.0000**	**170.7947**	**170.7947**	**0.1245**	**7.8000e-004**	**174.1373**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	20.4947					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8800e-003	0.0332	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	42.3529	42.3529	8.1000e-004	7.8000e-004	42.6046
Landscaping	2.1499	0.8200	71.2300	3.7700e-003		0.3949	0.3949		0.3949	0.3949		128.4418	128.4418	0.1236		131.5327
Total	**22.6485**	**0.8532**	**71.2442**	**3.9800e-003**		**0.3976**	**0.3976**		**0.3976**	**0.3976**	**0.0000**	**170.7947**	**170.7947**	**0.1245**	**7.8000e-004**	**174.1373**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

2311 N Hollywood Way Project Operations - 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

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation