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VIA E-MAIL

Planning and Land Use Management Committee
c/o Armando Bencomo
Los Angeles City Council
200 North Spring Street
Los Angeles, California 90012
clerk.plumcommittee@lacity.org

Re: 121 West 3rd Street; 252 South Spring Street; 244 - 246 South Spring Street
CPC-2021-3038-DB-SPR-HCA; ENV-2021-3039-CE ("Project")
Appeal by Southwest Regional Council of Carpenters

Dear Chair Harris-Dawson and Committee Members:

This law firm represents Relevant Living, LLC, the applicant for the above-referenced Project. This letter is submitted in response to the appeal and CEQA comments submitted on behalf of Southwest Regional Council of Carpenters ("SWRCC" or "Southwest Carpenters") in letters and attachments dated January 13, 2022, January 28, 2022, and February 9, 2022 ("Appeal").

We have reviewed the Appeal, and we can confirm that the Project approvals and Class 32 Categorical Exemption ("Exemption") approved for this Project are complete, adequate, and in full compliance with the City Municipal Code ("LAMC"), the California Environmental Quality Act ("CEQA") and State Density Bonus Law. The Project meets all criteria for the Exemption. As outlined in the Exemption findings, the Project is consistent with all applicable plans and policies, has no value as a habitat for protected species, will have no significant impacts on traffic, air quality, noise, or water quality, and will be adequately served by all required utilities and public services. The Project does not involve any of the exceptions to the use of categorical exemptions. Substantial evidence in the record supports the Exemption findings, as well as the required Density Bonus and Site Plan Review findings.

The Appeal is speculative, based on flawed assumptions and unsubstantiated by facts. The following additional information is submitted for the record to address the Appeal and provide specific responses to each issue raised.

I. Appeal Justification Letter - February 9, 2022

A. Appeal Issues Concerning Local Hiring, Community Benefits and Skilled Workers

The Appeal states that the Project should include additional community benefits such as local hiring and skilled worker hiring policies. In fact, this Project will bring substantial community benefits and improvements to the area. The Project is a new 15-story, multifamily residential building including 331 dwelling units with 37, or 11% of the total units, provided at the Very Low Income affordable level. The Project also provides for local serving ground floor retail and/or restaurant space with frontage along Spring Street. Pedestrian scale, amenities, and street trees will be added to the area, with ample resident on-site open space including a courtyard, second level deck and roof deck. Commercial on-site parking and bicycle parking is provided, and the building provides a variety of architectural materials and building planes with special attention to create a pedestrian-scaled project at the street level.

B. Appeal Issues Related to CEQA Compliance

1. The Project's Transportation Assessment Was Properly Considered

The Appeal alleges that the Project's Transportation Assessment was not available to the public or to the City Planning Commission prior to approval of the Project.

As stated in the memorandum prepared by EcoTierra Consulting and dated April 15, 2022 (**Attachment A**), the Project's Transportation Assessment, dated June 19, 2021, was made available to the public and the City Planning Commission prior to Project approval. The Transportation Assessment was attached as Appendix A to the Exemption findings, which was provided as Exhibit C to the over 2,000-page staff

report.¹ The Project's staff report was linked in the agenda² for the January 13, 2022 Planning Commission meeting, which was published on the City's Commissions, Boards, and Hearings webpage³ prior to the hearing and approval. The Transportation Assessment, which was made available to both the City Planning Commission and the public prior to Project approval, constitutes substantial evidence that there would be no significant traffic-related impacts associated with the Project.

2. The Project Properly Incorporates Project Design Features and Regulatory Compliance Measures

The Appeal argues that the Project improperly identifies Project Design Features ("PDFs") and regulatory compliance measures that should be mitigation measures. First, although the Appeal purports to identify "mitigation measures disguised as PDFs," it largely identifies regulatory compliance measures discussed in the Exemption and discusses one PDF related to operational security. Regardless of how characterized by the Appeal, the Exemption properly considers PDFs and regulatory compliance measures in determining that the Project is categorically exempt.

The Appeal incorrectly alleges that PDFs are disguised mitigation measures and are, therefore, impermissible in a categorical exemption case to minimize impacts. However, not every measure that minimizes impacts is a mitigation measure, only those that minimize *significant* impacts. Measures and design features proposed to address common and typical concerns can be considered in determining whether a project would result in potentially significant impacts that would trigger further CEQA review.⁴ Further, the Appeal argues that the Project's Exemption cannot rely on compliance with applicable regulations to find that an impact is not potentially significant, and that these measures are in fact mitigation measures. Again, compliance with relevant and applicable regulatory standards can provide a basis for

¹ The Project staff report is available at https://planning.lacity.org/plndoc/Staff_Reports/2022/01-13-2022/CPC_2021_3038.pdf (last accessed 2/22/22).

² The agenda for the January 13, 2022 Planning Commission meeting is available at <https://planning.lacity.org/dcpapi/meetings/document/71148> (last accessed 2/22/22).

³ The City's Commissions, Boards, and Hearings webpage is available at <https://planning.lacity.org/about/commissions-boards-hearings> (last accessed 2/22/22).

⁴ *Berkeley Hillside Preservation v. City of Berkeley* (2015) 241 Cal.App.4th 943, 961.

determining that a project will not have a significant environmental impact and need not be considered as mitigation measures.⁵

The Appeal further argues that the proposed PDFs and regulatory compliance measures are not enforceable because they are not included in a mitigation monitoring and reporting plan (“MMRP”). However, the cited MMRP requirements in the Appeal apply only to mitigated negative declarations and EIRs.⁶ No MMRP is required for a categorical exemption because there are no mitigation measures proposed.

The following measures identified in the Appeal are properly included and discussed in the Exemption findings, and each measure is enforceable through project design and standard plan check procedures. PDFs are part of a project’s approved project description and are enforced through the City’s building permit plan check process, along with all other regulatory compliance measures.

- **TDM Measures.** The TDM measures identified by the Exemption are incorporated into the City’s VMT Calculator, which the City uses to analyze CEQA VMT impacts. One TDM measure identified is the Project’s compliance with LAMC requirements related to bicycle parking, and the other is a reduction in vehicle parking below LAMC requirements. Clearly, the Project is required to comply with LAMC bicycle parking requirements, and the waiver of residential parking requirements is a component of the Project’s density bonus approval and thus enforceable as part of the project description. The Exemption found that these measures, whether called PDFs or regulatory compliance measures, reduce the Project’s VMT to 2.3 daily household VMT per capita, which is less than the applicable significance threshold of 6.0 daily household VMT per capita.
- **Security Construction Fencing.** The Exemption states that the Project will provide temporary security fencing during construction. Chapter 33 of the California Building Code, which is incorporated into the LAMC, requires a minimum of eight-foot barriers along the entire length of a construction site. As described in the Exemption (page III-53), the security fencing is a regulatory compliance measure that will serve to screen construction activity from view at

⁵ *Tracy First v City of Tracy* (2009) 177 Cal.App.4th 912, 933-34, (City properly relied on compliance with State Title 24 regulations to conclude that a project’s energy related impacts were less than significant).

⁶ Pub. Res. Code § 21081.6; CEQA Guidelines § 15091(d).

the local street level and will deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances.

- **Operational Security Measures.** The Project includes operational security measures that are routinely required by the City to address generalized concerns involved with urban infill development. Specifically, the Exemption's Project Description (on page II-17) explains that the Project will provide security lighting, controlled access and video surveillance, and the analysis describes how these features will reduce impacts (pages III-53 and 54). These features are provided for the security of the Project residents and are standard in residential developments in the City's downtown area. They are not proposed to address any project-specific impact but will serve to reduce police protection impacts.
- **Construction Noise Measures.** The Exemption defines best management practices ("BMPs") for construction in urban infill areas that will be implemented as part of the Project to comply with construction noise restrictions in the LAMC. Included in the list of BMPs is compliance with construction hours designated by LAMC Section 41.40, which applies to the Project. The Project is located near multifamily residential uses, and thus is subject to LAMC Section 112.05, which sets maximum construction noise levels. The BMPs are standard practices the City requires for construction projects within urban infill areas. Table III-4 of the Exemption demonstrates that these BMPs result in Project compliance to with the LAMC requirements.
- **HVAC Equipment Shielding.** In compliance with LAMC Section 112.02 and standard City design requirements, all Project HVAC equipment will be shielded so as to prevent an increase in ambient noise levels by more than 5 dBA. The Project's Noise Assessment dated October 20, 2021, which is Appendix B to the Exemption, demonstrates that operation of the Project, including shielded noise from HVAC equipment, is not anticipated to change the ambient noise level by a significant amount.
- **Park Fee.** As discussed in the Exemption, the Project will provide 34,475 square feet of onsite open space in compliance with LAMC 12.21.G in addition to paying park fees in compliance with LAMC Section 12.33. The LAMC open space provisions apply to all multi-family residential developments in order to provide usable open space throughout the City, and the LAMC Park Fee applies to all multi-family residential developments in order to establish fees to be used for developing new or rehabilitating existing recreational facilities. These regulatory requirements apply to the Project and are designed to address impacts to recreational resources.

With respect to the Park Fee, the Appeal also argues, without any relevant authority, that the fee cannot be considered in a CEQA clearance because the fee itself did not undergo CEQA review. In fact, the City's Park Fee is a Citywide impact fee supported by a nexus study and designed to help the City achieve adequate park service standards. The Exemption properly considers the Project's requirement to pay the Park Fee, in addition to providing onsite open space and recreational amenities, to conclude that no significant impacts related to recreational resources would result from the Project.

- **Energy and Water Conservation Measures.** As described in the Exemption, the Project will comply with all building code requirements, including those provided under Title 20 and 24. These regulations were adopted to avoid waste and inefficient use of energy and water. The Exemption describes the energy and water conservation features and demonstrates that the Project can be served by existing water, wastewater, solid waste and energy infrastructure by analyzing the estimated needs against existing capacity.
- **Fire Protection Measures.** As described in the Exemption, the Project will comply with the applicable LAMC requirements, including Fire Code requirements, to reduce fire protection related impacts. The Exemption describes how compliance with applicable Fire Code requirements means that the Project will provide automatic sprinkler systems, fire hydrants, and upgraded water laterals to provide required fire flows. The LAFD will review Project plans in order to confirm compliance with applicable Fire Code requirements. Further, as discussed in the Exemption, the Project will be served by two fire stations, both of which are within 1.2 roadway miles.

The Appeal also argues that bare conclusions about incorporation of PDFs and compliance with regulations are not enough to show the City's good faith reasoned analysis about potential Project impacts. However, the Appeal does not present any facts at all demonstrating that the Project will have potentially significant impacts and does not qualify for the Exemption.

3. The Project Adequately Analyzes GHG Impacts

The February 9 Letter also attaches as "Exhibit A" a generalized study by SWAPE of the impact of local hiring requirements on GHG emissions. This generalized study does not affect the Exemption conclusions, as the Project does not have any unmitigated GHG impacts. As stated in the Appeal, the Project assumptions for construction worker trip length and vehicle miles traveled ("VMT") are consistent with CalEEMod 2020.4.0 defaults, which estimate a trip length of 14.7 miles per

construction worker trip. Using these default assumptions, the Project would not result in any significant GHG impacts as explained in the Exemption, including the associated Focused Air Quality, Greenhouse Gas (“GHG”), and Energy Impact Evaluation, dated July 1, 2021 prepared by MD Acoustics and updated on April 8, 2022. Thus, reducing construction worker VMT to 10 miles or less based on local hire assumptions as discussed in the SWAPE study is not required or justified by CEQA. If actual worker trip lengths were reduced compared to the default assumption of 14.7 miles, Project GHG emissions would thus be reduced and continue to be less than significant.

C. Appeal Issues Related to Compliance with the LAMC and State Density Bonus Law

1. The Project Complies with the City Density Bonus Ordinance

The Appeal argues that the Project’s proposed Off Menu Incentives requesting a 8.87:1 FAR and 195-foot height (a 48 percent and 45-foot increase over LAMC standards, respectively) violate the LAMC.

By providing 11 percent of the base units affordable to very low income households, the Project is entitled to a 35 percent density bonus *and* two incentives under the City’s Density Bonus Ordinance,⁷ which was authorized by the State Density Bonus Law.⁸ The Project is not requesting a density bonus as there is not maximum density (based on dwelling units per acre) applicable to the Project site, however, the Project is requesting two incentives: an FAR increase to 8.87:1 (from 6:1) and a height increase to 195 feet (from 150 feet).

The City’s Density Bonus Ordinance distinguishes between On Menu and Off Menu Incentives. The On Menu Incentives, listed under LAMC Section 12.22.A.25(f), may be requested through a ministerial review process, while Off Menu Incentives, which are designed and proposed by the applicant, are considered on a project-by-project basis through a discretionary review process involving a public hearing with the City Planning Commission.⁹ While *On Menu* Incentives related to FAR and height are limited (i.e., 35 percent or 11 feet/one story, respectively), the City’s Density Bonus Ordinance does not prohibit additional FAR and height increases as an *Off Menu* Incentive. Thus, any FAR or height increase above what is defined in On Menu

⁷ LAMC § 12.22.A.25.

⁸ Gov. Code § 65915 *et seq.*

⁹ LAMC § 12.22.A.25(g).

Incentives list are valid proposals as Off Menu Incentives through the discretionary review process, with which the Project has complied.

Further, the definition of incentive under State Density Bonus Law includes “reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces,” but can also be any “regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable and actual cost reductions to provide for affordable housing costs.”¹⁰ A development standard includes, but is not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open space requirement, or a parking ratio.¹¹ A FAR increase of 48 percent and a height increase of 45 feet are reductions in site development standards that exceed the minimum building standards and is thus are valid incentives under the State Density Bonus Law.

Even though the City is only required to make findings when it rejects a proposed incentive, the City made explicit findings in the record that the Project’s requested Off Menu Incentives 1) would not have a specific, adverse impact on public health and safety or any historic property; and 2) would not be contrary to state or federal law.

2. The Project Complies with the State Density Bonus Law

Government Code Section 65917.2 allows the City to adopt an ordinance that provides FAR bonuses in place of density bonuses awarded on the basis of dwelling units per acre.¹² A project must meet a number of criteria to qualify to utilize the FAR bonus in place of the density bonus, including complying with underlying height limits.¹³ Government Code Section 65917.2(g) explicitly states that it, “shall not be interpreted to do either of the following:

- Supersede or preempt any other section within this chapter.

¹⁰ Gov. Code § 65915(k).

¹¹ Gov. Code § 65915(o)(1).

¹² Gov. Code § 65917.2(b).

¹³ Gov. Code § 65917.2(a).

- Prohibit a city, county, or city and county from providing a floor area ratio bonus under terms that are different from those set forth in this section.”

The Project is not requesting an FAR increase as an alternative *density bonus*, but instead is requesting the FAR increase as an *incentive*, as discussed in detail above. Therefore, Government Code Section 65917.2 does not apply to the Project. Because the Project is not requesting to utilize Government Code Section 65917.2, it does not need to meet any of the qualifying criteria, including those related to height. As explicitly stated in Government Code Section 65917.2, it does not supersede the City’s authority to approve FAR increases as incentives under Government Code Section 65915. Therefore, Government Code Section 65917.2 is entirely inapplicable to the Project and does not prevent the City from approving the 48 percent height increase.

II. Appeal Justification Letter EXHIBIT D - January 28, 2022 SWAPE Letter

The January 28, 2022 SWAPE Letter makes arguments related to Air Quality and GHG impacts, as well as the Phase I ESA. Please see memorandum prepared by EcoTierra Consulting and dated April 15, 2022 (**Attachment A**), including the revised Focused Air Quality, Greenhouse Gas (“GHG”), and Energy Impact Evaluation prepared by MD Acoustics and dated April 8, 2022 (**Attachment B**), both of which are incorporated and provided herein.

III. January 13, 2022 Letter

The January 13, 2022 Letter makes arguments related to local hiring, community benefits and skilled workers, the Exemption and the Project’s compliance with the LAMC. These issues are repeated in the February 9, 2022 Letter and are addressed above.

The January 13 letter also argues that the Project should implement mitigation measures to mitigate construction impacts related to the Covid 19 pandemic. First, it is speculative to assume that Covid 19 will still present a public health concern during Project construction given the widespread availability of the vaccine and decrease in the number of cases. Second, any public health concern created by the Covid 19 pandemic are not Project impacts. Under CEQA, impacts must be related to a physical change in the environment and must be caused by the proposed project.¹⁴

¹⁴ CEQA Guidelines § 15358.

Finally, Project construction will be subject to, and will follow, all applicable state and local public health regulations and protocols.

IV. Conclusion

The Exemption provides substantial evidence that the Project is categorically exempt. The Project complies with all applicable regulations, including the LAMC and the State Density Bonus Law. Accordingly, we urge the City Council to deny the Appeal and approve the Project and the Exemption.

Sincerely,

A handwritten signature in cursive script that reads "Elisa Paster".

ELISA L. PASTER
of GLASER WEIL FINK HOWARD AVCHEN & SHAPIRO LLP

ELP:cb
Attachment

EXHIBIT A



Memorandum

To: Elisa Paster, Partner
Rand Paster Nelson LLP

From: Lainie Herrera, Senior Project Manager
EcoTierra Consulting

Date: April 20, 2022

Re: 121 West 3rd Street; 252 South Spring Street; 244 – 246 South Spring Street CPC-2021-3038-DB-SPR-HCA; ENV-2021-3039-CE (“Project”) Appeal by Southwest Regional Council of Carpenters

The Los Angeles City Planning Commission (“Planning Commission”) approved the 121 West 3rd Street; 252 South Spring Street; 244 – 246 South Spring Street CPC-2021-3038-DB-SPR-HCA; ENV-2021-3039-CE (“Project”) on January 13, 2022 and issued a letter of determination (“LOD”) reflecting that decision on January 25, 2022. This memo is submitted in response to the CEQA comments submitted as part of the appeal on behalf of Southwest Regional Council of Carpenters (“SWRCC” or “Southwest Carpenters”) in letters and attachments dated January 13, 2022, January 28, 2022, and February 9, 2022 (“Appeal”).

CEQA-related comments from the appeal and attachments are summarized and responded to below by CEQA topic.

Transportation

The Appeal alleges that the Project’s Transportation Assessment was not available to the public or to the City Planning Commission prior to approval of the Project.

In fact, the Project’s Transportation Assessment dated June 19, 2021 was made available to the public and the City Planning Commission prior to Project approval. The *Transportation Assessment, 3rd and Spring Mixed-Use Project, City of Los Angeles, California*, prepared by Linscott, Law, & Greenspan Engineers on May 25, 2021 (Transportation Assessment) was attached as Appendix A to the Class 32 CE findings, which was provided as Exhibit C to the over 2,000-page staff report.¹ The Project’s staff report was linked in the agenda for the January 13, 2022 Planning Commission meeting, which was published on the City’s

¹ The Project staff report is available at https://planning.lacity.org/plndoc/Staff_Reports/2022/01-13-2022/CPC_2021_3038.pdf (accessed 4/13/22).

Commissions, Boards, and Hearings webpage prior to the hearing and approval.² The Transportation Assessment, which was made available to both the City Planning Commission and the public prior to Project approval, constitutes substantial evidence that there would be no significant traffic-related impacts associated with the Project. The findings of the Transportation Assessment was also summarized within the Class 32 CE Findings, beginning on page III-11.

Hazards

The Appeal alleges that the Phase I ESA in the record only covers a portion of the Project site, and thus potential impacts related to hazards and hazardous materials are not adequately disclosed. A Phase I ESA is not a requirement of a categorical exemption.³ Rather, the Phase I ESA prepared for the Project was used to provide additional information about the Project site's history to determine Project feasibility prior to submitting an application to the City. Nevertheless, the analysis and conclusions contained in the Phase I ESA prepared for the Project cover the entire Project Site, even if only a portion of the Project Site is identified as the "subject property." The Project Site is comprised of two parcels: APNs 5149-007-007 and 5149-007-001, but the Project Phase I ESA only identifies APN 5149-007-007 as the "subject property." However, the Phase I ESA looks at historical documents, agency records and investigation reports of the subject property (i.e., APN 5149-007-007) and properties within 1/8 mile. The 1/8 mile radius includes the entire Project Site (both APNs 5149-007-007 and 5149-007-001), and all adjacent properties. Further, the City's agency record search specifically included the entire Project Site, not just the subject property. The Phase I ESA found that there were no records that indicated REC conditions for the entire Project site or off-site properties, and no further investigations were recommended. An independent search of California Department of Toxic Substances Control's ("DTSC") EnviroStor database, State Water Resources Control Board's GeoTracker database, and DTSC's current "Cortese" list, also demonstrates that there are no known hazardous sites associated with the entire Project Site.⁴

² The agenda for the January 13, 2022 Planning Commission meeting is available at <https://planning.lacity.org/dcpapi/meetings/document/71148> (accessed 4/13/22). The City's Commissions, Boards, and Hearings webpage is available at <https://planning.lacity.org/about/commissions-boards-hearings> (accessed 4/13/22).

³ CEQA Guidelines § 15332.

⁴ California Department of Toxic Substances Control, EnviroStor, website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60002895 (accessed: February 2022); State Water Resources Control Board, GeoTracker, website: <https://geotracker.waterboards.ca.gov/map/> (accessed: February 2022); California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese), website: http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp (accessed: February 2022).

Air Quality

The Appeal Letter and associated Appendix D to the letter makes a number of arguments related to Air Quality impacts, which are summarized and responded to below.

MD Acoustics prepared the *121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA*, on July 1, 2021 (AQ GHG Energy Assessment) to evaluate potential air quality, greenhouse gas, and energy impacts for the Project. The AQ, GHG, Energy Assessment was attached as Appendix C to the Class 32 CE findings. The Appeal Letter alleges the CalEEMod.2020.4.0 version modeled to evaluate Project impacts had incorrect inputs without justification, including: changes to land use size, construction phase lengths, grading acres, haul trips, and assumed mitigation. MD Acoustics updated the AQ, GHG, Energy Assessment on April 8, 2022 to reflect revised inputs based on the comments in the Appeal Letter.

The data evaluated in the Class 32 Categorical Exemption findings is summarized in the table below, compared to the Appeal Letter's suggestion, and the second CalEEMod modeling exercise conducted in the revised AQ, GHG, Energy Assessment, which is attached to this memorandum. As shown, the revised inputs do not result in significant impacts.

Air Quality Modeling Assumptions				
	Class 32 Categorical Exemption	Appeal Letter alleges	Second CalEEMod Modeling	Change to Air Quality Emissions Significance?
Land Use Size	220,160 sf bldg including 331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. ¹	199,445	243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. ²	No.
Construction Phase Lengths	Project-specific anticipated phase lengths.	CalEEMod defaults	Project-specific anticipated phase lengths. No change.	Not applicable
Grading Acres	0.63 acre plus 55,000 cubic yards excavation.	CalEEMod default 2 acres	0.63 acre plus 55,000 cubic yards excavation. No change.	Not applicable.
Haul Trips	12 site prep	136	136 demolition	No.

	6,875 building construction		6,875 building construction	
Assumed Mitigation	SCAQMD Rule 403: watering the exposed area up to 3 times per day and limiting vehicle speed	Only one SCAQMD Rule 403 should be selected	SCAQMD Rule 403: watering the exposed area up to 3 times per day	No.
Notes: ¹ 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA, prepared by MD Acoustics, July 1, 2021. ² 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA, prepared by MD Acoustics, April 8, 2022.				

The Appeal claims that the CE's Air Quality analysis understates land use size by 26,684 square feet, and shows a table from the CalEEMod outputs. The table extracted misleadingly uses the 199,445 square foot number to extrapolate the claimed understated land use size, but the 199,445 square foot number listed is clearly related to the residential portion of the Project and does not accurately demonstrate what the model evaluated which included 6,350 square feet of commercial space and 14,365 square feet of parking, in addition to 199,445 square feet of residential space. Thus, the air quality emissions analyzed in the Class 32 CE Findings included a total building size of 220,160 square feet. Even so, MD Acoustics conducted a second CalEEMod analysis utilizing a revised Project building size of 243,973 square feet and the results of this model show that all potential air quality emissions impacts are less than significant.⁵

The Appeal alleges the CalEEMod model utilized unsubstantiated changes to the construction phase lengths evaluated. Construction phases for the Project include site preparation, grading, building construction, paving, and finishing. Construction schedules are evaluated with Project-specific information provided by the Project's engineering team, and represents the most true assumption for the Project. This is supported by the CalEEMod User's Guide which states the following:

4.3.1 Construction Phase (Page 32)

The Construction Phase tab is where the user can enter the type of each construction phase and the date range for each phase. Default phases are based on the total lot acreage of the project. Depending on the project being modeled, not all phases may be necessary, so the user may need to delete phases that are not applicable to the project. For example, not all projects require demolition. In addition, the user may need to add multiple phases of similar types for large projects with staged build out scenarios. It is important to note that if a project has demolition, grading,

⁵ MD Acoustics, 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA, April 8, 2022.

and site preparation phases, the user will need to provide additional project-specific data on the Demolition and Dust from Material Movement sub-screens.

Start Date and End Date (Page 33)

The user can enter with the aid of a calendar, the Start Date and End Date for each construction phase. The default Start Date is the Start of Construction date defined on the Project Characteristics screen. The cells will be automatically populated with a default construction schedule starting with the Demolition phase, with subsequent phases starting the following day after the previous phase's end date. The user may change the defaults to alter the total days estimated for each phase. Because CARB's emission factors vary from year to year, when the user inserts the start and end dates for each construction phase, the model will select the correct emission factors for the year when each piece of off-road equipment will be utilized.

It is not more accurate to use CalEEMod default settings when more specific information is available. Defaults are provided for instances where specific information is not available for a scenario being analyzed. Thus, MD Acoustics did not change these inputs in the second CalEEMod analysis.

The Appeal states the CalEEMod model utilized an unsubstantiated change to anticipated grading acreage. The CalEEMod outputs of the AQ GHG Energy Assessment prepared for the Project explain the grading acreage assumption, which is based on the actual grading anticipated for the Project, which includes a site size of 0.63 acres and 55,000 cubic yards of export for excavation of the subterranean parking garage. This is based on the facts of the Project, data provided by the Project's engineering team, and represents the most true assumption for the Project. It is not more accurate to use CalEEMod default settings when more specific information is available. Defaults are provided for instances where specific information is not available for a scenario being analyzed. Thus, MD Acoustics did not change these inputs in the second CalEEMod analysis.

The Appeal alleges the CalEEMod model utilized unsubstantiated changes to the estimated number of haul trips. MD Acoustics estimated demolition haul trips as part of the site preparation phase and included 55,000 cubic yards of export for excavation; however, the estimated haul trips for the site preparation phase were estimated at 12 trips. MD Acoustics conducted a second CalEEMod analysis utilizing 136 haul trips for demolition and 6,875 haul trips for building construction. The CalEEMod outputs demonstrate that changing the number of estimated haul trips results in less than significant air construction quality emissions.⁶

The Appeal states the CalEEMod model assumed unsubstantiated construction mitigation measures. CalEEMod calculates maximum daily emissions for summer and winter periods. CalEEMod does not allow

⁶ MD Acoustics, 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA, April 8, 2022.

for the inclusion of legal requirements such as South Coast Air Quality Management District (SCAQMD) Rules. However, these regulatory requirements can be applied to a project through CalEEMod mitigation options. Thus, the reported emissions are presented as “mitigated” emissions. However, as this is required of the Project, it is not mitigation under CEQA. MD Acoustics conducted a second CalEEMod analysis in response to the appeal (attached) which includes a note to specify which SCAQMD Rule 403 measure was applied to the model (water unpaved roads 3 times per day). The CalEEMod outputs demonstrate that limiting the Rule 403 compliance to one option results in less than significant air quality emissions.⁷

The Appeal states that diesel particulate matter health risk was inadequately evaluated for the Project. Neither the City of Los Angeles nor the SCAQMD currently require operational-related health risk assessments for all Projects in their jurisdiction. SCAQMD requires **operational** health risk assessments to be conducted only for facilities that include the following activities that have the potential to generate high levels of DPM:

- Truck idling and movement (such as, but not limited to, truck stops, warehouse/distribution centers or transit centers),
- Ship hoteling at ports, and
- Train idling.

The Project does not include any of these uses and would not be a significant source of on-site diesel emissions. The City follows the guidance of the SCAQMD regarding air quality analysis.

With respect to the need for a health risk assessment for Project **construction**, SCAQMD does not require any construction-based health risk assessments or have any recommendations on how to conduct a construction HRA for CEQA purposes. In order to determine if a proposed project may have a significant impact related to hazardous air pollutants, the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (“Diesel Analysis”), prepared by SCAQMD, August 2003⁸, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources (such as boilers, spray booths or degreasers etc.) or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide HRA⁹.

⁷ MD Acoustics, 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA, April 8, 2022.

⁸ <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>

⁹ In February 2015, the Office of Environmental Health Hazard Assessment updated their "Air Toxics Hot Spots Program, Risk Assessments Guidelines, Guidance Manual for Preparation of Health Risk Assessments;

The Localized Significance Threshold (LST) analysis is performed to ensure that nearby sensitive receptors to a project are not adversely affected by emissions from on-site construction activities that are in close proximity to nearby receptors. As shown in both of MD Acoustics' AQ GHG and Energy Analyses, the closest sensitive receptors, located approximately 80 feet from the Project boundary, would not be significantly impacted by construction emissions from the Project (see Table 3, Localized Significance – Construction Emissions (lbs/day), in the attached). Therefore, no significant short-term health impacts would occur during construction of the Project, and impacts from would be less than significant.

Furthermore, the Project includes an anticipated construction duration of approximately 16 months, which is only approximately 4.4 percent of the 30-year exposure duration recommended for health risk analyses by the Office of Environmental Health Hazard Assessment (OEHHA). The comment misrepresents the guidance from OEHHA, which does not require a construction HRA in this situation. The OEHHA guidance cited in the comment provides technical perspective on how construction activities could be evaluated if they would last for more than two months in terms of exposure assumptions. While the guidance recommends to not perform a cancer risk assessment for construction lasting less than two months, it is not accurate to extrapolate this statement into a conclusion that all other longer construction events should be assessed. On the contrary, as indicated in the latest OEHHA Guidance Manual for Preparation of Health Risk Assessments (February 2015), it is up to local air districts to determine whether construction-related Health Risk Assessments are to be required.¹⁰ As stated previously, SCAQMD does not require, or have any guidance or methodology for construction HRAs.

The Appeal states greenhouse gas emissions were unsubstantiated because of the air quality emissions modeling inconsistencies alleged in the Appeal's comments summarized above. The greenhouse gas analysis has been evaluated a second time with the above changes to CalEEMod assumptions. The *121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA*, prepared by MD Acoustics on July 1, 2021 determined the Project would result in 2,547.94 metric tons of carbon dioxide equivalent (MTCO₂e), below the SCAQMD's draft screening threshold of 3,000 MTCO₂e. The second greenhouse gas emissions analysis conducted with the revised CalEEMod assumptions would result in 1,947.71 MTCO₂e, below the SCAQMD's draft screening threshold of 3,000 MTCO₂e and less than the estimate presented in the Class 32 Categorical Exemption Findings due to revised CalEEMod assumptions.

however, the updated OEHHA guidance states in the page footers "do not cite or quote." SCAQMD staff are still in the process of incorporating the updates into their methodology for SCAQMD's Rules 1401, 1401.1, 1402, and 212, and currently updating their HRA Guidance for permitting and CEQA analyses; therefore, the existing SCAQMD guidance was used to assess HRA impacts in this analysis. Per SCAQMD staff, updated SCAQMD HRA guidance will be forthcoming; however, per City staff, the City of Los Angeles has not yet adopted the use of the 2015 OEHHA methodology; therefore, the 2003 OEHHA methodology was used in this analysis.

¹⁰ OEHHA, *Guidance Manual for Preparation of Health Risk Assessments*, February 2015, page 1-3.

The Appeal states the greenhouse gas analysis used an outdated greenhouse gas threshold. There is currently no SCAQMD guidance that has deemed the project level 3,000 MTCO₂e/year threshold as outdated or irrelevant. However, even if the 2035 efficiency target of 3.0 MTCO₂e/year was used instead, the estimated Project annual emissions would remain less than significant. The Project would have a population of 947 per CalEEMod. With the estimated Project annual emissions of 2,547.94 MTCO₂e/year (first GHG analysis) or 1,947.71 MTCO₂e (second GHG analysis), the Project's efficiency metric would be 2.7 MTCO₂e/year (first GHG analysis) and 2.1 MTCO₂e/year (second GHG analysis), both of which are below the 3.0 MTCO₂e/year efficiency target.

The Appeal states the greenhouse gas analysis did not consider performance-based standards under CARB's 2017 Scoping Plan and SCAG's RTP/SCS. Both of the arguments raised in the Appeal related to performance-based standards state the Project's analysis did not evaluate the Project's consistency with the performance-based daily VMT per capita projections. The Appeal's Exhibit D states "under the SCAG's 2020 RTP/SCS, daily VMT per capita in the SCAG region should decrease from 23.2 VMT in 2016 to 20.7 VMT by 2045. Daily VMT per capita in Los Angeles County should decrease from 22.2 to 19.2 VMT during that same period" (internal citations omitted). The *Transportation Assessment, 3rd and Spring Mixed-Use Project, City of Los Angeles, California*, prepared by Linscott, Law, & Greenspan Engineers for the Project on May 25, 2021 demonstrates that the estimated Daily Household VMT per Capita for the Project's residential land use component is 2.3 Daily Household VMT per Capita, which is less than the Central APC significance threshold of 6.0 Daily Household VMT per Capita and well below the CARB and SCAG VMT targets presented by the Appellant. Thus, the Exemption contains evidence that CARB's Scoping Plan and SCAG's RTP/SCS performance-based standards have been considered, and the Project is not required to implement additional mitigation measures to reduce VMT or GHG emissions.

April 8, 2022

Ms. Lainie Herrera
EcoTierra Consulting
633 W 5th Street, 26th Floor
Los Angeles, CA 90071

Subject: 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA

Dear Ms. Herrera:

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the 121 W 3rd Street project located at 121 West 3rd Street, 252 South Spring Street, and 244-246 South Spring Street in City of Los Angeles, California. The purpose of this focused study is to evaluate the air quality, greenhouse gas, and energy construction and operational emissions generated by the proposed project and to compare the project emissions to South Coast Air Quality Management District's (SCAQMD) thresholds of significance as it relates to residential and commercial uses and consistency to the City's General Plan. A list of definitions and terminology is located in Appendix A.

1.0 Project Description

The Project Site is approximately 0.63 acres and is currently occupied by a surface parking lot. The Project includes clearing of the existing surface parking lot and the construction of a new mixed-use building containing 331 residential dwelling units, 37 of which (11 percent) would be restricted to Very-Low Income Households, and approximately 6,350 square feet of ground-floor commercial uses. The proposed building would be approximately 243,973 square feet in size and would include 15 stories with a maximum height of 195 feet exclusive of rooftop appurtenances, railings/guardrails, stair and elevator shafts, and/or roof projections. The Project would include a total of 37 vehicular parking spaces in one level of subterranean parking and would provide 182 bicycle parking spaces, including 162 long-term and 20 short-term spaces. The Project includes 34,725 square feet of private and common open space including a 2nd floor courtyard with a library, meeting area, open co-working space, and lobby, and a roof deck with a pool, fitness room, and roof lounge. The proposed project site plan is located in Appendix B.

Land uses surrounding the site include a mixed-use condominium building to the west (across Spring Street), a commercial office building (government office) to the south (across W. 3rd Street), a commercial building to the east (across the alley, Harlem Place), and a surface parking lot immediately adjacent to the north. The closest existing sensitive receptors (to the site area) are the multi-family residential uses located across Spring Street approximately 80 feet (~25 meters) to the west of the project site.

2.0 AQ/GHG Thresholds of Significance

2.1 AQ Significance Thresholds

Project emissions were compared to both regional and localized SCAQMD's thresholds of significance for construction and operational emissions^{1,2}.

¹ <https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

² <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

2.2 GHG Significance Thresholds

The project emissions were compared to the SCAQMD’s 3,000 MTCO₂e draft threshold for all land uses³.

3.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2020.4.0) to calculate both the construction and operational emissions from the project site⁴. Project construction is anticipated to commence no earlier than the first quarter of 2022 and take approximately 16 months to complete. Therefore, for modeling purposes, construction was assumed to be begin mid-March 2022 and be completed by mid-July 2023. Construction assumes grading, building construction, paving, and architectural coating. Grading of the project site is to include approximately 55,000 cubic yards of export for the subterranean parking level. CalEEMod defaults were utilized. Assumptions and output calculations for winter, summer and annual are provided in Appendix C.

4.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the Central Los Angeles Source Receptor Area (SRA) ¹⁵. The nearest air monitoring station to the project site is the Los Angeles – North Main Street Monitoring Station. Historical air quality data for the vicinity can be found both at CARB and SCAQMD’s websites^{6,7}. Temperature and historical precipitation data can be found at the WRCC⁸.

5.0 Findings

The following outlines the emissions for the project:

5.1 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD’s daily emission thresholds at the regional level as indicated in Table 1, and therefore the impact would be considered less than significant.

<Table 1, next page>

Table 1: Regional Significance – Construction Emissions (lbs/day)

	Pollutant Emissions (pounds/day)
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³ <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>
⁴ <https://www.caleemod.com/>
⁵ <https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf?sfvrsn=6>
⁶ <https://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>
⁷ <https://www.arb.ca.gov/adam/>
⁸ <https://www.wrcc.dri.edu/summary/Climsmsca.html>

Activity	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition						
On-Site ²	0.71	6.41	7.47	0.01	1.49	0.50
Off-Site ³	0.10	2.40	0.93	0.01	0.37	0.11
Total	0.81	8.82	8.40	0.02	0.20	0.06
Site Preparation						
On-Site ²	0.58	6.93	3.96	0.01	0.46	0.26
Off-Site ³	0.02	0.01	0.20	0.00	0.06	0.02
Total	0.60	6.95	4.16	0.01	0.20	0.06
Grading						
On-Site ²	1.08	12.00	5.94	0.01	2.41	1.44
Off-Site ³	1.63	60.10	13.98	0.21	6.54	2.08
Total	2.71	72.10	19.92	0.23	8.95	3.52
Building Construction						
On-Site ²	0.69	7.03	7.15	0.01	0.37	0.34
Off-Site ³	0.93	2.68	10.39	0.03	3.05	0.84
Total	1.62	9.70	17.54	0.04	3.42	1.18
Paving						
On-Site ²	0.65	5.92	7.03	0.01	0.30	0.28
Off-Site ³	0.07	0.05	0.71	0.00	0.20	0.05
Total	0.71	5.97	7.74	0.01	0.50	0.33
Architectural Coating						
On-Site ²	74.01	1.41	1.81	0.00	0.08	0.08
Off-Site ³	0.17	0.12	1.91	0.05	0.55	0.15
Total	74.18	1.53	3.73	0.05	0.63	0.23
Total of overlapping phases⁴	74.89	7.50	11.47	0.07	1.13	0.56
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² On-site emissions from equipment operated on-site that is not operated on public roads. ³ Off-site emissions from equipment operated on public roads. ⁴ Architectural coatings and paving phases may overlap.						

5.2 Localized Construction Emissions

Utilizing the construction equipment list and associated acreages per 8-hour day provided in the SCAQMD “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b), the maximum number of acres disturbed in a day would be 2.0 acres during demolition (as shown in Table 2 below); therefore, to be conservative and as the project site is only 0.63 acres, the project emissions have been compared to the 1-acre per day localized significance threshold.

<Table 2, next page>

Table 2: Maximum Number of Acres Disturbed Per Day¹

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Concrete/Industrial Saws	1	0.5	0.5

	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1.0
Total Per Phase				2.0
Site Preparation	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total Per Phase				1.0
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total Per Phase				1.5
Notes:				
¹ Source: CalEEMod output and South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2				

None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors as shown in Table 3. Therefore, the impact would be less than significant from construction.

Table 3: Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Demolition	6.41	7.47	1.49	0.50
Site Preparation	6.93	3.96	0.46	0.26
Grading	12.00	5.94	2.41	1.44
Building Construction	7.03	7.15	0.37	0.34
Paving	5.92	7.03	0.30	0.28
Architectural Coating	1.41	1.81	0.08	0.08
Total for overlapping construction phases	14.35	16.00	0.75	0.70
SCAQMD Threshold²	74	680	5	3
Exceeds Threshold?	No	No	No	No
Notes:				
¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one-acre (see Table 2), to be conservative, in Central Los Angeles Source Receptor Area (SRA 1).				
² The nearest sensitive receptors are the multi-family residential uses located approximately 80 feet (~25 meters) to the west of the project site; therefore, the 25-meter threshold was utilized.				

5.3 Regional Operational Emissions

The operating emissions were based on year 2023, which is the anticipated opening year for the project. The CalEEMod default project trips and vehicle miles traveled (VMTs) were adjusted based on the VMT Analysis provided in the Transportation Assessment prepared for the proposed project (Linscott Law & Greenspan Engineers, May 25, 2021).⁹

⁹ The VMT calculations provided in the VMT Report (provided in Appendix B of the Traffic Assessment, Linscott Law & Greenspan Engineers, May 25, 2021) is based on City and community specific traffic model data and provides for a more accurate analysis of VMT than the default data provided in CalEEMod. However, because the LADOT's VMT Calculator is not entirely aligned with the input data and program methodology applied in CalEEMod, and does not account for weekend or pass-by trips, several adjustments to the model were required. These include: (1) The VMT Calculator is based on different trip generation rates and travel patterns than the CalEEMod program. Therefore, the average daily trips is consolidated for the entire project, as opposed to each land use type. (2) A user defined land use ("User Defined Commercial") was created to calculate Project Trips and VMTs. This land use category aggregates the trips and trip lengths for the project as a whole. (3) All trip data and trip type data was deleted from the individual land uses as the "User Defined Commercial" land use category aggregates all of the trip data for the project as a whole. (4) The average trip length was derived by dividing the total VMTs estimated in the LADOT VMT Calculator tool by the average daily trips. (5) The LADOT VMT Calculator tool factors in weekday trips only. Therefore, estimates for Saturday and Sunday trips were provided based on the ratio of Weekday to Weekend trips using CalEEMod default ITE trip rate data.

The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 4. The data in Table 3 shows that the operational emissions for the project would not exceed the SCAQMD's regional significance thresholds.

Table 4: Regional Significance – Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	6.66	5.26	29.42	0.03	0.55	0.55
Energy Usage ³	0.15	1.29	0.71	0.01	0.10	0.10
Mobile Sources ⁴	6.59	6.36	62.60	0.13	13.39	3.65
Total Emissions	13.40	12.91	92.73	0.17	14.04	4.31
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. ³ Energy usage consists of emissions from on-site natural gas usage. ⁴ Mobile sources consist of emissions from vehicles and road dust.						

5.4 Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is a mixed-use commercial and residential project and does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

5.5 GHG Emissions

Table 5 outlines the construction and operational GHG emissions for the project. The project's emissions are below (1,947.71 MTCO₂e) the SCAQMD's draft screening threshold of 3,000 MTCO₂e for all land uses and; therefore, the impact is less than significant.

Table 5: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	77.11	77.11	0.01	0.00	77.67
Energy Usage ³	0.00	778.87	778.87	0.03	0.01	781.96
Mobile Sources ⁴	0.00	778.87	778.87	0.03	0.01	781.96
Solid Waste ⁵	46.25	0.00	46.25	2.73	0.00	114.57
Water ⁷	7.45	143.86	151.31	0.77	0.02	176.26
Construction ⁸	0.00	14.84	14.84	0.00	0.00	15.30
Total Emissions	53.70	1,793.56	1,847.26	3.57	0.04	1,947.71
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes:						
¹ Source: CalEEMod Version 2020.4.0						
² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
³ Energy usage consist of GHG emissions from electricity and natural gas usage.						
⁴ Mobile sources consist of GHG emissions from vehicles.						
⁵ Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.						
⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.						
⁷ Construction GHG emissions based on a 30-year amortization rate.						

5.6 Consistency with Applicable Plans

Consistency with the City's General Plan

The project site is located within the Central City Community Plan Area of the City of Los Angeles. The project site has a current land use classification of Regional Center Commercial according to the Central City Community Plan; the corresponding zones for the Regional Center Commercial Designation include CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3 and RAS4. The Project Site is zoned [Q]C4-4D where Q condition restricts the height of development to 150 feet with unlimited number of stories, and the D limitation restricts the overall FAR of the Property to 6:1. The C4-4D zone permits both commercial and residential uses. Residential uses are permitted at one dwelling unit per 400 square feet of lot area. However, for developments combining residential and commercial uses in the Central City Community Plan Area or within a designated Regional Center Commercial area, residential uses may be calculated at R5 density, or 1/200 square feet. Therefore, the proposed project is consistent with the land use and zoning designations of the City's General Plan and Community Plan.

The project will be subject to the policies and ordinances pertaining to air quality and climate change in the City's General Plan. Although the project would generate greenhouse gas emissions, either directly or indirectly, these emissions are short-term and not considered to have a significant impact on the environment. Furthermore, project emissions have demonstrated that they will be below any significant thresholds as outlined by SCAQMD.

In addition, as shown below, the project's GHG impacts have been evaluated by assessing the project's consistency with applicable statewide, regional, and local GHG reduction plans and strategies.

Consistency with the City of Los Angeles' Sustainable City pLAN and Green New Deal

The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plan for the proposed project is the L.A. Green New Deal Sustainable city pLAN 2019, which is an update to the City of Los Angeles' Sustainable City pLAN (Plan) adopted by the City in April 2015. The Green New Deal Sustainable City pLAN establishes visions for the City in thirteen topic areas including environmental justice, renewable energy, local water, clean and healthy buildings, housing and development, mobility and public transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, prosperity and green jobs, and lead by example.

Project consistency with all of the applicable targets within the Green New Deal Sustainable City pLAN are assessed in Table 6. As shown in Table 6, the project is consistent with the applicable targets within the Green New Deal Sustainable City Plan.

Table 6: Project Consistency with the City of Los Angeles Green New Deal¹

Targets	Consistency Analysis
Environment	
<i>Renewable Energy</i>	
LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.	Not Applicable. This target calls for LADWP to utilize renewable energy in their supply. However, the proposed project is to follow the California Green Building Standards Code (proposed Part 11, Title 24) adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development which includes energy efficiency (in excess of the California Energy Code requirements). The project will be required to include these mandatory standards.
Increase cumulative MW by 2025; 2035; and 2050 of: -Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW -Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW -Demand response (DR) programs to 234 MW (2025) and 600 MW (2035)	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
<i>Local Water</i>	

Source 70% of L.A.'s water locally and capture 150,000 acre ft/yr of stormwater by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Recycle 100% of all wastewater for beneficial reuse by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
<i>Clean and Healthy Buildings</i>	
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce building energy use per sq.ft. for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
<i>Mobility and Public Transit</i>	
Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050	Consistent. The proposed project is an infill development in close proximity to existing transit and development. The project is a mixed-use residential and commercial use and is surrounded by other commercial development and residential uses.

Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	Consistent. The proposed project is an infill development in close proximity to existing transit and development. The project is a mixed-use residential and commercial use and is surrounded by other commercial development and residential uses.
<i>Zero Emission Vehicles</i>	
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	Consistent. The City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
<i>Waste and Resource Recovery</i>	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Eliminate organic waste going to landfill by 2028.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Notes: ¹ Source: City of Los Angeles Green New Deal Sustainable City pLAn, 2019.	

Additional relevant plans and policies that govern climate change include:

Executive Orders S-305 and B-30-15;
AB 32 Scoping Plan;
SCAG's Regional Transportation Plan/Sustainable Communities Strategy;
City of Los Angeles Climate LA Implementation Plan; and
City of Los Angeles Building Ordinance

Consistency with Executive Orders S-03-05 and B-30-15

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The project includes elements of smart land use as it is an infill development well-served by transportation infrastructure and near public transit.

Although the project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the project's emissions profile to decline as the regulatory initiatives identified by ARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Order's horizon-year goal. Therefore, the project is consistent with Executive Orders S-3-05 and B-30-15.

Consistency with AB32 Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State’s strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an “ambitious but achievable” reduction in California’s greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California’s leadership on climate change. In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 7. As shown in Table 7, the project is consistent with the applicable strategies within the Scoping Plan.

Table 7: Project Consistency with CARB Scoping Plan Policies and Measures¹

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to

	comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City’s recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: 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.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: 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 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.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for	Consistent. The project will be compliant with the

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.	current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Notes: ¹ Source: CARB Scoping Plan (2008 and 2017)	

Consistency with SCAG's 2016-2040 RTP/SCS

At the regional level, the 2016-2040 RTP and Sustainable Communities Strategy represent the region's Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project's potential to conflict with the RTP/SCS, this section analyzes the project's land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 8 demonstrates the project's consistency with the Actions and Strategies set forth in the 2016-2040 RTP/SCS. As shown in Table 8, the project would be consistent with the GHG reduction related actions and strategies contained in the 2016-2040 RTP/SCS.

Table 8: Project Consistency with SCAG 2016-2040 RTP/SCS¹

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Consistent. The proposed project is an infill development, which is replacing existing surface parking lot with proposed mixed-use residential and commercial uses; therefore, it will not displace existing housing.
Focus new growth around transit.	Local Jurisdictions	Consistent. The proposed project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The proposed project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The proposed project would help further jobs/housing balance objectives. The proposed project is also consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed

		project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is an infill development that would help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is an infill development that will minimize congestion impacts on the region because of its proximity to public transit and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.
Notes: ¹ Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth; April 2016.		

Consistency with the City of Los Angeles ClimateLA Implementation Plan

The “ClimateLA” plan focuses on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions. The project is required to comply with CALGreen and the City’s Green Building Code, as well as solid waste diversion policies administered by CalRecycle, and is an infill location with immediate access to significant public transit, pedestrian, and bicycle facilities. Therefore, the project is consistent with the “ClimateLA” plan.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014 comply with the current Los Angeles Green Building Code as amended to comply with the 2016 and 2019 CALGreen Codes. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The project provides 182 bicycle parking spaces including 162 long-term and 20 short-term spaces and a conduit for on-site electric automobile charging stations in the parking garage as required per the City’s Building Code. The Green Building Ordinance also includes measures that would increase energy efficiency on the project site, including installing Energy Star rated appliances and installation of water conserving fixtures, that the project is required to comply with. Therefore, the project is consistent with the Los Angeles Green Building Ordinance.

5.7 Energy Analysis

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses above was utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demand

Construction Equipment Electricity Usage Estimates

Electrical service will be provided by the Los Angeles Department of Water and Power (LADWP). Based on the 2017 National Construction Estimator, Richard Pray (2017)¹⁰, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with a 243,973 square foot building including 331 multi-family residential dwelling units and 6,350 square feet of commercial uses over the course of approximately sixteen months. Based on Table 9, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$9,056.28. As shown in Table 9, the total electricity usage from Project construction related activities is estimated to be approximately 164,660 kWh.¹¹

¹⁰ Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.

¹¹ LADWP’s Small Commercial & Multi-Family Service (A-1) is approximately \$0.06 per kWh of electricity Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclub/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf

Table 9: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot) ¹	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	243.973	16	\$9,056.28

Cost per kWh	Total Project Construction Electricity Usage (kWh)
\$0.06	164,660

*Assumes the project will be under the A-1 Small Commercial & Multi-Family Service rate under LADWP.
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-financesandreports/a-fr-electricrates/a-fr-er-stcommindrates?_adf.ctrl-state=4uqberzct_4&_afLoop=958662023680086

Construction Equipment Fuel Estimates

Using the CalEEMod data input, the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal.¹² As presented in Table 10 below, project construction activities would consume an estimated 8,300 gallons of diesel fuel.

Table 10: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Demolition	10	Graders	1	8	187	0.41	613	332
	10	Rubber Tired Dozers	1	1	247	0.4	99	53
	10	Tractors/Loaders/Backhoes	2	6	97	0.37	431	233
Site Preparation	1	Graders	1	8	187	0.41	613	133
	1	Tractors/Loaders/Backhoes	1	8	97	0.37	287	62
Grading	20	Graders	1	6	187	0.41	460	622
	20	Rubber Tired Dozers	1	6	247	0.4	593	801
	20	Tractors/Loaders/Backhoes	1	7	97	0.37	251	340
Building Construction	100	Cranes	1	4	231	0.29	268	4,447
	100	Forklifts	2	6	89	0.2	214	3,545
	100	Tractors/Loaders/Backhoes	2	8	97	0.37	574	9,529
Paving	5	Cement and Mortar Mixers	4	6	9	0.56	121	98
	5	Pavers	1	7	130	0.42	382	310
	5	Rollers	1	7	80	0.38	213	173
	5	Tractors/Loaders/Backhoes	1	7	97	0.37	251	204
Architectural Coating	21	Air Compressors	1	6	78	0.48	225	304
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								8,300

Notes:

¹Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

¹² Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 383,435 VMT. Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis using information generated using CARB's EMFAC model (see Appendix C for details). Table 11 shows that an estimated 12,389 gallons of fuel would be consumed for construction worker trips.

Table 11: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	10	14.7	1470	30.95	47
Site Preparation	1	5	14.7	73.5	30.95	2
Grading	20	8	14.7	2,352	30.95	76
Building Construction	100	247	14.7	363,090	30.95	11,732
Paving	5	18	14.7	1,323	30.95	43
Architectural Coating	21	49	14.7	15,126	30.95	489
Total Construction Worker Fuel Consumption						12,389

Notes:

¹Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 12 and 13 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 167,130 VMT. For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles.¹³ Tables 12 and 13 show that an estimated 23,723 gallons of fuel would be consumed for vendor and hauling trips.

Table 12: Construction Vendor Fuel Consumption Estimates (MHD Trucks)¹

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	0	6.9	0	9.22	0
Site Preparation	1	0	6.9	0	9.22	0
Grading	20	0	6.9	0	9.22	0
Building Construction	100	39	6.9	26,910	9.22	2,919
Paving	5	0	6.9	0	9.22	0
Architectural Coating	21	0	6.9	0	9.22	0
Total Vendor Fuel Consumption						2,919

Notes:

¹³ Vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 9.22 mpg for medium heavy-duty trucks and 6.74 mpg for heavy heavy-duty trucks (see Appendix C for details).

¹ Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Table 13: Construction Hauling Fuel Consumption Estimates (HHD Trucks)¹

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	13.6	20	2720	6.74	404
Site Preparation	1	0	20	0	6.74	0
Grading	20	343.8	20	137,500	6.74	20,401
Building Construction	100	0	20	0	6.74	0
Paving	5	0	20	0	6.74	0
Architectural Coating	21	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						20,804

Notes:

¹ Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.40 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately eighteen-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards.

Construction of the proposed residential (assisted living) development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Operational Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to downtown Los Angeles.

Using the VMT Analysis provided in the Transportation Assessment prepared for the proposed project (Linscott Law & Greenspan Engineers, May 25, 2021), it is assumed that an average vehicle miles traveled was 6.69 miles for all vehicle categories¹⁴. As the proposed project is a residential project, it was assumed that vehicles would operate 365 days per year. Table 8 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.¹⁵ Table 14 shows that an estimated 119,653 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 14: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	717	6.69	4,797	31.82	150.75	55,022
Light Truck	Automobile	83	6.69	555	27.16	20.44	7,462
Light Truck	Automobile	247	6.69	1,652	25.6	64.55	23,560
Medium Truck	Automobile	167	6.69	1,117	20.81	53.69	19,596
Light Heavy Truck	2-Axle Truck	30	6.69	201	13.81	14.53	5,305
Light Heavy Truck 10,000 lbs +	2-Axle Truck	8	6.69	54	14.18	3.77	1,378
Medium Heavy Truck	3-Axle Truck	14	6.69	94	9.58	9.78	3,568
Heavy Heavy Truck	4-Axle Truck	11	6.69	74	7.14	10.31	3,762
Total		1,316	--	8,543	18.76	327.82	--
Total Annual Fuel Consumption							119,653

Notes:

¹Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the proposed project are consistent with other similar residential uses of similar scale and configuration as reflected in the Transportation Assessment (Linscott Law & Greenspan Engineers, May 25, 2021). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 15.

Table 15: Project Mitigated Annual Operational Energy Demand Summary¹

Natural Gas Demand	kBTU/year
Apartments High Rise	3,560,700
High Turnover (Sit Down Restaurant)	1,462,600
Total	5,023,300

Electricity Demand	kWh/year
Apartments High Rise	1,274,520
High Turnover (Sit Down Restaurant)	274,765

¹⁴ The trip distance of 7.44 miles was calculated by the use of the VMT Analysis provided in the Transportation Assessment Chatsworth Street Assisted Living prepared by Overland Traffic Consultants, Inc. May 2021.

¹⁵ Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2023). See Appendix A for EMFAC output.

Enclosed Parking With Elevator	78,146
Total	1,627,431

Notes:

¹Taken from the CalEEMod 2020.4.0 annual output.

As shown in Table 9, the estimated electricity demand for the proposed project is approximately 1,627,431 kWh per year. In 2019, the residential sector of the County of Los Angeles consumed approximately 19,563 million kWh of electricity and the non-residential sector consumed approximately 46,556 kWh of electricity.¹⁶ In addition, the estimated natural gas consumption for the proposed project is approximately 5,023,300 kBtu per year. In 2019, the residential sector of the County of Riverside consumed approximately 1,236 million therms of gas and the non-residential sector consumed approximately 1,813 million therms of gas.¹⁷ Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2019 demand.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

6.0 Conclusions

Construction and operational project emissions were evaluated and compared to both regional and localized SCAQMD's thresholds of significance. In addition, project GHG emissions were evaluated and compared to SCAQMD's draft threshold of 3,000 MTCO₂e per year for all land uses. Project emissions are anticipated to be below SCAQMD's thresholds of significance with no mitigation. Therefore, the impact is less than significant.

Furthermore, neither construction nor operation of the project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is a

¹⁶ California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/elecbycounty.aspx>

¹⁷ California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>

residential project that is not proposing any additional features that would require a larger energy demand than other residential projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant.

MD is pleased to provide this focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC



Mike Dickerson, INCE
Principal



Tyler Klassen, EIT
Air Quality Specialist

Appendix A

Glossary of Terms

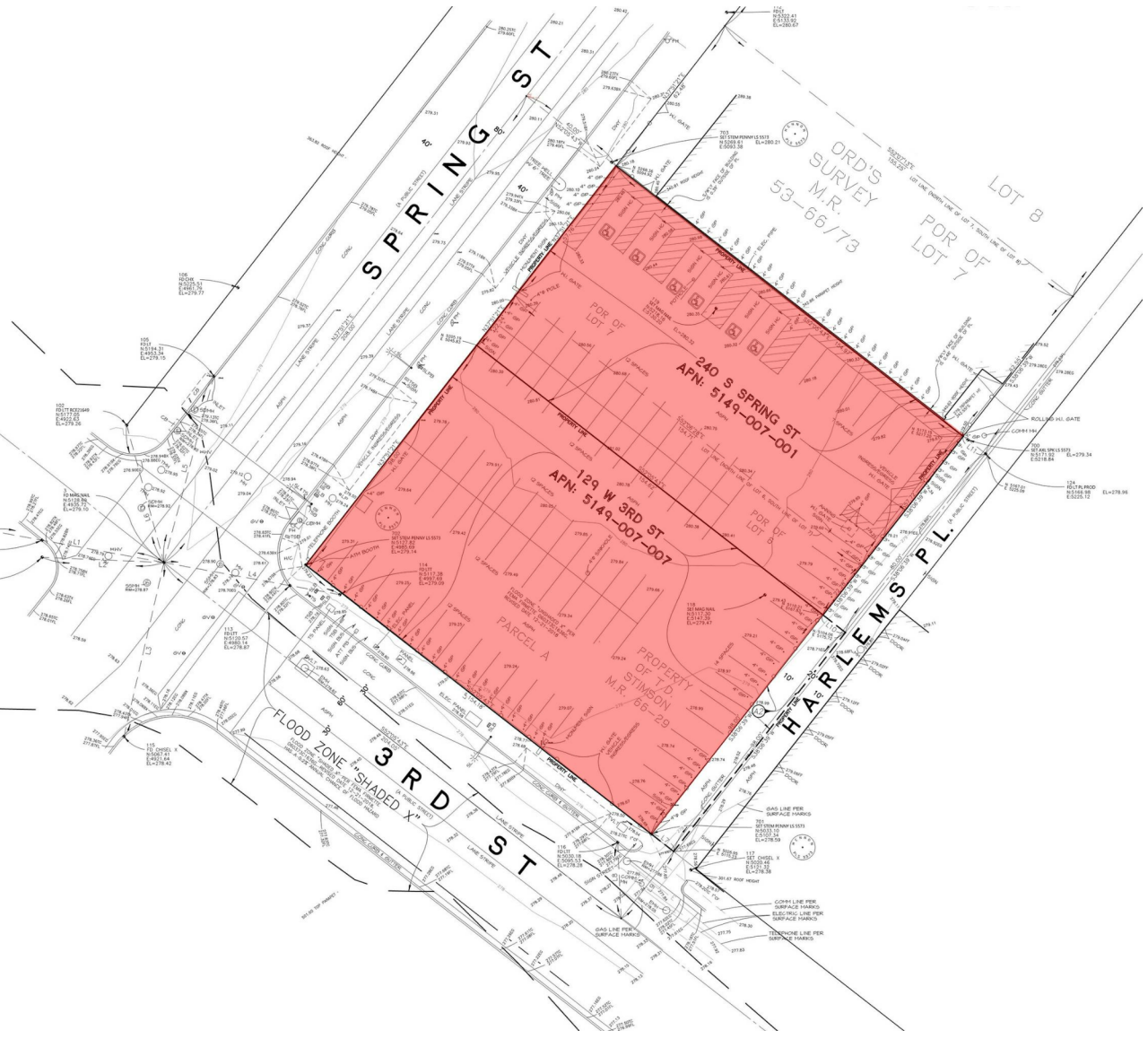
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH ₄	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
MTCO ₂ e	Metric tons of carbon dioxide equivalent
MMTCO ₂ e	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO _x	Nitrogen Oxides
NO ₂	Nitrogen dioxide
N ₂ O	Nitrous oxide
O ₃	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM ₁₀	Particles that are less than 10 micrometers in diameter
PM _{2.5}	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF ₆	Sulfur hexafluoride
SIP	State Implementation Plan
SO _x	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B
Site Plan

VICINITY MAP



LOCATION MAP



ZONING INFORMATION

ZONE	[Q]C4-4D
GENERAL PLAN LAND USE	REGIONAL COMMERCIAL CENTER
SPECIFIC PLAN AREA	NONE
COMMUNITY PLAN IMPLEMENTATION OVERLAY	NONE
HILLSIDE AREA (ZONING CODE)	NO
TRANSIT PRIORITY AREA	ZI 2452
REDEVELOPMENT PROJECT AREA - CITY CENTER	ZI 2488
GREATER DOWNTOWN HOUSING INCENTIVE AREA	ZI 2385
STATE ENTERPRISE ZONE LOS ANGELES	ZI 2374

JURISDICTIONAL INFORMATION

COMMUNITY PLAN AREA	CENTRAL CITY
AREA PLANNING COMMISSION	CENTRAL
NEIGHBORHOOD COUNCIL	DOWNTOWN LOS ANGELES
COUNCIL DISTRICT	CD 14 - KEVIN DE LEON
CENSUS TRACT #	2073.02
LADBS DISTRICT OFFICE	LOS ANGELES METRO

SITE INFORMATION

LOT AREA :	27,513 SF	
LAND USE :	REGIONAL COMMERCIAL	
SETBACKS :	PER GREATER DOWNTOWN HOUSING INCENTIVE AREA, ALL YARD REQUIREMENTS WERE ELIMINATED	
DEDICATIONS :	3RD STREET SPRING STREET HARLEM PLACE OTHER	5'-0" DEDICATION RIGHT OF WAY NONE 15'-0" X 15'-0" LIMITED HEIGHT CORNER CUT DEDICATION AT 3RD AND SPRING
EASEMENTS :	3RD STREET SPRING STREET HARLEM PLACE	NONE NONE 20'-0" PUBLIC ROAD EASEMENT
BUILDING HEIGHT :	ALLOWABLE MAX HEIGHT PROPOSED HEIGHT	150' PER Q CONDITION 195'-0"
FAR :	ALLOWABLE FAR PROPOSED FAR	6.0:1 FAR PER ORD 164.307 8.87:1 FAR
FLOOR AREA :	ALLOWABLE FLOOR AREA: PROPOSED FLOOR AREA:	27,513 SF x 6.0 = 165,078 SF 243,973 SF
RESIDENTIAL DENSITY :	PER GREATER DOWNTOWN HOUSING INCENTIVE AREA ZI NO. 2385, THE MAXIMUM NUMBER OF DWELLING UNITS IS UNLIMITED	
PROPOSED RES DENSITY :	331 UNITS	

LEGAL DESCRIPTION

PARCEL 1
APN : 5149-007-007
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: THE SOUTHWESTERLY 98 FEET OF LOT 6 IN BLOCK 3 OF ORD'S SURVEY, IN THE CITY LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGE 66 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. RECORDED MARCH 20, 1897, IN BOOK 66 PAGE 29 OF MISCELLANEOUS RECORDS, APPEARS A PLAT ON WHICH THE ABOVE DESCRIBED REAL PROPERTY IS DESIGNATED AS LOT 'A' OF PROPERTY OF T.D. STIMSON, AND PORTION OF HARLEM PLACE, FORMERLY KNOWN AS CENTER PLACE, FORMERLY KNOWN AS MOTT ALLEY, ADJOINING, SITUATED IN LOT 6 IN BLOCK 3 OF SAID ORD'S SURVEY.
PARCEL 2
APN : 5149-007-001
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: THAT PORTION OF BLOCK 3 OF ORD'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGE 66 ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTHEAST LINE OF SPRING STREET, DISTANT THEREON 98 FEET NORTHEAST FROM ITS INTERSECTION WITH THE NORTHEAST LINE OF THIRD STREET, SAID POINT BEING THE NORTHWESTERLY CORNER OF LOT A OF THE PROPERTY OF T. D. STIMSON, AS SHOWN ON MAP RECORDED IN BOOK 66 PAGE 29 OF SAID MISCELLANEOUS RECORDS; THENCE FROM THE POINT OF BEGINNING, NORTHEAST ALONG THE SOUTHEAST LINE OF SPRING STREET, 80 FEET TO THE SOUTHWEST LINE OF THE LAND DESCRIBED IN THE DEED TO THE TIMES—MIRROR COMPANY, RECORDED ON DECEMBER 29, 1961 AS INSTRUMENT NO. 2403, IN BOOK D1464 PAGE 219 OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHEAST ALONG SAID SOUTHWEST LINE, TO THE NORTHWEST LINE OF HARLEM PLACE (FORMERLY KNOWN AS CENTER PLACE); THENCE SOUTHWEST ALONG SAID NORTHWEST LINE TO THE NORTHEASTERLY CORNER OF SAID LOT A OF T.D. STIMSON; THENCE NORTHWEST ALONG THE NORTHEAST LINE OF SAID LOT A TO THE POINT OF BEGINNING.

SHEET INDEX

SHEET INDEX	
Sheet Number	Sheet Name
A0.00	COVER SHEET
A0.01	PROJECT INFORMATION
A0.02	PROJECT INFORMATION
A0.10	FAR CALCULATIONS AND PLAN DIAGRAMS
A0.11	OPEN SPACE CALCULATIONS AND PLAN DIAGRAMS
A0.20	EXISTING SITE PHOTOS
A0.30	RENDERINGS
A0.31	RENDERINGS
A0.40	UNIT PLANS - L02
A0.41	UNIT PLANS - L03-14

ALTA/NSPS DESIGN SURVEY 1/2
ALTA/NSPS DESIGN SURVEY 2/2

A1.01	SITE PLAN
A2.01	FLOOR PLAN - BASEMENT 01
A2.02	FLOOR PLAN - LEVEL 01
A2.03	FLOOR PLAN - LEVEL 02
A2.04	FLOOR PLAN - LEVELS 03 - 14
A2.05	FLOOR PLAN - LEVEL 15 ROOF DECK
A2.06	FLOOR PLAN - PENTHOUSE LEVEL
A2.07	ROOF PLAN
A3.01	BUILDING SECTIONS N-S
A3.02	BUILDING SECTIONS E-W
A3.03	BUILDING SECTIONS E-W
A4.01	BUILDING ELEVATIONS - SOUTH/EAST
A4.02	BUILDING ELEVATIONS - SOUTH/WEST
A4.03	BUILDING ELEVATIONS - NORTH/WEST
A4.04	BUILDING ELEVATIONS - NORTH/EAST
A5.01	EXTERIOR MATERIALS

L1.11	GROUND LEVEL SITE PLAN
L1.12	PODIUM LEVEL SITE PLAN
L1.13	ROOF LEVEL SITE PLAN
L1.14	MATERIAL AND PLANTING PALLETES

PROJECT INFORMATION

BUILDING ADDRESS:	252 S. SPRING STREET LOS ANGELES, CA. 90012	& 121 W. 3RD STREET LOS ANGELES, CA. 90013	244-246 S. SPRING STREET LOS ANGELES, CA. 90012
OWNER:	RELEVANT GROUP 1805 N. CAHUENGA BLVD. HOLLYWOOD CA 90028 CONTACT: GRANT KING +1 323 466 1400	ARCHITECT: GENSLER 500 S. FIGUEROA STREET LOS ANGELES CA 90071 CONTACT: OLIVIER SOMMERHALDER +1 213 485 1234	LAND USE CONSULTANT: THREE6IXTY 11287 W. WASHINGTON BLVD CULVER CITY, CA 90232 CONTACT: SARA HOUGHTON +1 310 204 3500
ASSESSOR'S PARCEL NUMBER (APN):	5149-007-007 / 5149-007-001		

PROJECT DESCRIPTION

THE PROPOSED PROJECT CONSISTS OF THE CONSTRUCTION, USE AND MAINTENANCE OF AN APPROXIMATELY 243,973 - SQUARE FOOT MIXED-USE BUILDING HAVING 331 RESIDENTIAL DWELLING UNITS, 37 (11% OF THE TOTAL NUMBER OF UNITS) OF WHICH ARE RESTRICTED TO VERY LOW INCOME HOUSEHOLDS, INCLUDING APPROXIMATELY 6,350 SQUARE FEET OF GROUND FLOOR COMMERCIAL USES, IN A 15-STORY BUILDING WITH A MAXIMUM HEIGHT OF 195'-0" FEET (EXCLUSIVE OF ROOFTOP RAILINGS/GUARDRAILS, STAIR AND ELEVATOR SHAFTS AND/OR ROOF PROJECTIONS), OVER ONE LEVEL OF SUBTERRANEAN PARKING.

THE PROPOSED PROJECT IS REQUESTING A DENSITY BONUS APPROVAL PURSUANT TO LAMC SECTION 12.22 A.25, INCLUDING TWO OFF-MENU INCENTIVES FOR AN INCREASE IN THE ALLOWABLE FAR AND FOR AN INCREASE IN THE ALLOWABLE BUILDING HEIGHT, AND ONE WAIVER OF DEVELOPMENT STANDARDS FOR THE ELIMINATION OF REQUIRED PARKING FOR RESIDENTIAL USES IN ADDITION TO SITE PLAN REVIEW APPROVAL PURSUANT TO LAMC SECTION 16.05.

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

△	Date	Description
1	10/06/2021	100% ENTITLEMENT SET
2	10/29/2021	100% ENTITLEMENT SET UPDATE

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ONE TWENTY ONE

Project Number

005.2878.000

Description

PROJECT INFORMATION

Scale

A0.01

RESIDENTIAL UNIT SUMMARY

Unit Type	Unit Count	Unit Percentage
Studio	60	18%
1BR	216	65%
2BR	55	17%

TOTAL UNITS 331

VERY LOW INCOME UNIT SUMMARY

VERY LOW INCOME UNIT COUNT

Total Unit Count	331
	x 11%
TOTAL VERY LOW INCOME UNITS	37

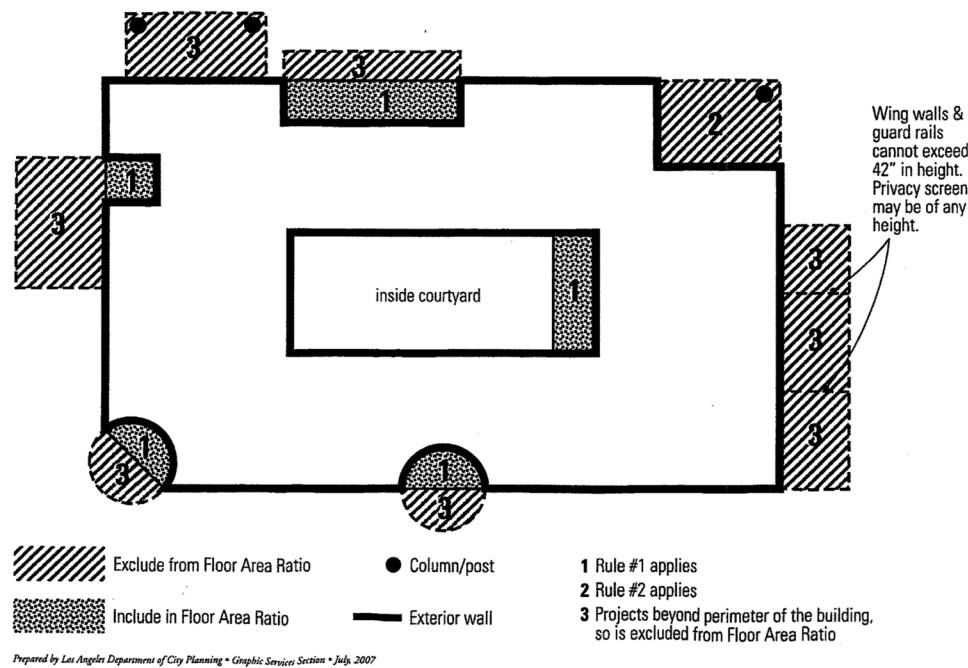
VERY LOW INCOME UNIT MIX

Very Low Income Unit Type	% Mix	Qty.
Studio	19%	7
1 Bedroom	65%	24
2 Bedroom	16%	6
TOTAL UNITS	100%	37

EXTERIOR PRIVACY SCREENS

PER CASE NO. ZA 2007-3430(ZAI) NONSTRUCTURAL VERTICAL PRIVACY SCREENS BORDERING BALCONIES ARE NOT CONSIDERED EXTERIOR WALLS. THEREFORE, EXTERIOR BALCONIES IN THE PROJECT ARE CONSIDERED UNENCLOSED AND ARE NOT COUNTED IN FLOOR AREA CALCULATION.

Case No. **ZA 2007-3430 (ZAI)** - Floor Area Ratio and Private Open Space (Balconies and Decks)
Diagram "A"



PARKING CALCULATIONS

SUMMARY OF PARKING REGULATIONS

Automobile Parking per Central City Parking Ordinance: **LAMC Section 12.21 A.4 (p)**
Commercial Parking: Downtown Business District **LAMC Section 12.21 A.4 (l)** and **Ordinance No. 135,901 & 137,036**

For compact stall dimensions see **LAMC Section 12.21A5.(a)**.
For compact stall standards (% of stalls) see **LAMC Section 12.21A5.(c)**.

Per AB 2345 effective January 1, 2021 for Density Bonus projects, .5 spaces per dwelling unit will be required.

Total Unit Count 331

REQUIRED PARKING - RESIDENTIAL

Unit Type	Qty.	Ratio	Spaces
Studio	60	0.50	30
1 Bedroom	216	0.50	108
2 Bedroom	55	0.50	28
TOTAL UNITS:	331		
Total Residential Required Stalls:			166

REQUIRED PARKING - COMMERCIAL

Total Commercial Space = 6,350 sf
None required if under 7,500 sf (Downtown Parking District)

Total Commercial Required Stalls:	0
Total Building Required Stalls:	166

PARKING PROVIDED

	H/C	EV Standard	Standard	8'-6" Compact	TOTAL
Level B1	2	4	11	14	31
	6.5%	12.9%	35.5%	45.2%	100.0%

BIKE PARKING CALCULATIONS

REQUIRED BICYCLE PARKING

Bicycle Parking: LAMC Section 12.21 A.16.(a)(1)(i) (Based on incremental increases in dwelling units)

Residential	Units	Ratio	Required Spaces
Short-Term Spaces	1 to 25	1 space / 10 units	3
	26 to 100	1 space / 15 units	5
	100 to 200	1 space / 20 units	5
	201 to 331	1 space / 40 units	3
	Residential Short-Term Required:		16
Long-Term Spaces	1 to 25	1 space / 1 unit	25
	26 to 100	1 space / 1.5 units	50
	100 to 200	1 space / 2 units	50
	201 to 331	1 space / 4 units	33
	Residential Long-Term Required:		158

Commercial/Retail/Restaurant	Area	Ratio	Required Spaces
Short-Term Bicycle Parking (min. 2)	7,499	1/2,000 sf	4
Long-Term Bicycle Parking (min. 2)	7,499	1/2,000 sf	4

TOTAL SHORT-TERM BIKE PARKING REQUIRED (Residential + Commercial)	20
TOTAL LONG-TERM BIKE PARKING REQUIRED (Residential + Commercial)	162
TOTAL BIKE PARKING REQUIRED	182

PROVIDED BICYCLE PARKING

Short Term Bike Parking:	
Sidewalk Bike Racks at Third and Spring (Commercial & Residential Use):	20
TOTAL SHORT-TERM PROVIDED:	20
Required:	20

Residential Long-Term Bike Parking Rooms:	
Residential	158
Commercial/Retail/Restaurant	4
TOTAL LONG-TERM PROVIDED:	162
Required:	162
TOTAL BIKE PARKING PROVIDED	182



121 West 3rd Street Los Angeles , CA 90013

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

Date	Description
1 10/06/2021	100% ENTITLEMENT SET
2 10/29/2021	100% ENTITLEMENT SET UPDATE

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ONE TWENTY ONE

Project Number

005.2878.000

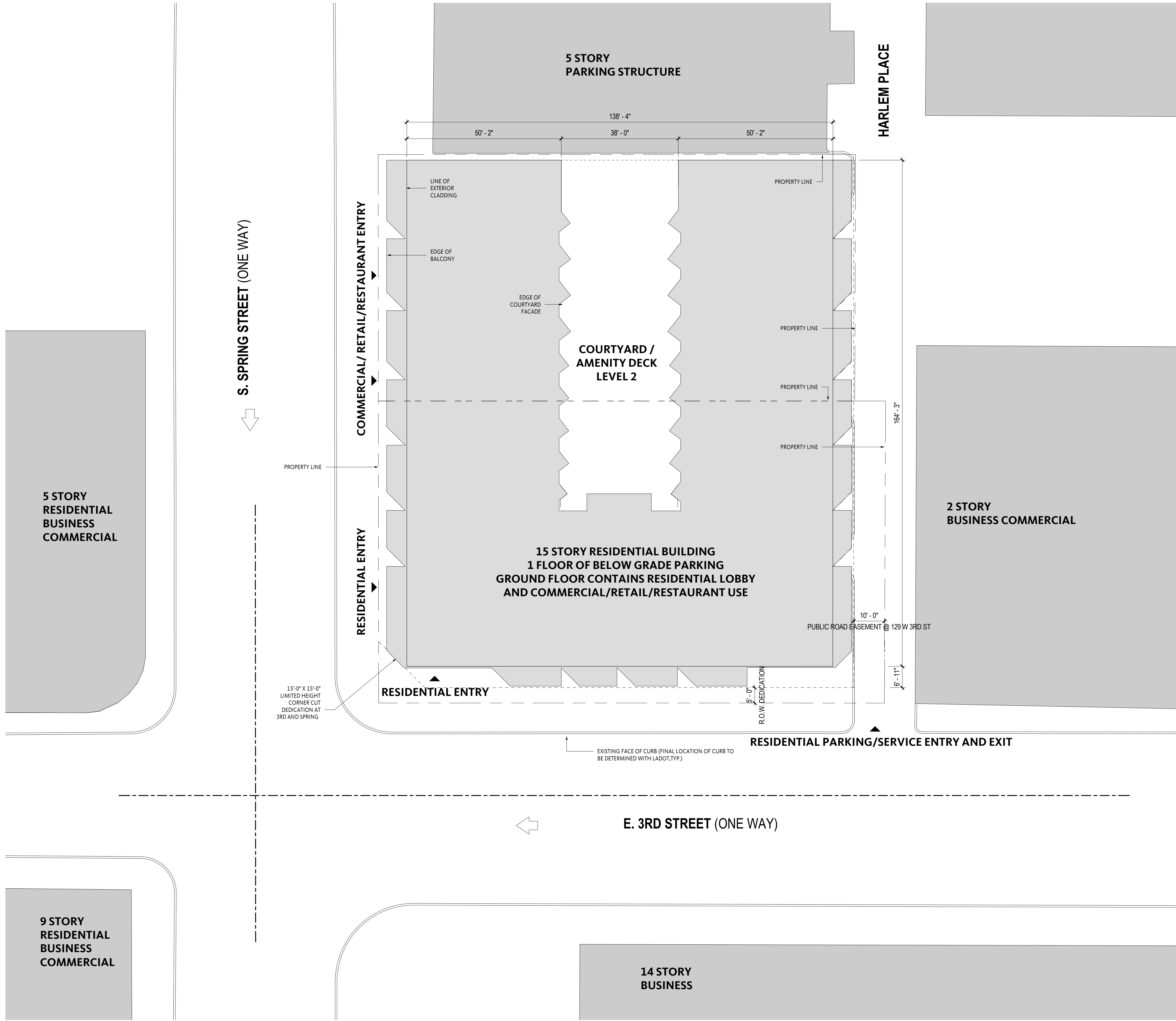
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PROJECT INFORMATION

Scale

A0.02

10/27/2021 5:37:24 PM BM 360/005.2878.000 - Relevant Group 121 West 3rd Street Los Angeles Architecture_121 West 3rd_F20.rvt



RELEVANT
GROUP

121 West 3rd Street Los Angeles , CA 90013

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
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1	10/06/2021	100% ENTITLEMENT SET
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Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

ONE TWENTY ONE

Project Number

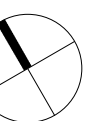
005.2878.000

Description

SITE PLAN

Scale

1/16" = 1'-0"



A1.01

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Appendix C
CalEEMod Outputs & EMFAC2017 Data

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development****Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	74.1707	79.3175	37.2551	0.2728	13.9780	1.3546	15.3325	5.0109	1.2627	6.2735	0.0000	29,343.54 44	29,343.54 44	2.1406	3.8951	30,557.78 88
Maximum	74.1707	79.3175	37.2551	0.2728	13.9780	1.3546	15.3325	5.0109	1.2627	6.2735	0.0000	29,343.54 44	29,343.54 44	2.1406	3.8951	30,557.78 88

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	74.1707	79.3175	37.2551	0.2728	11.0128	1.3546	12.3674	3.4655	1.2627	4.7282	0.0000	29,343.54 44	29,343.54 44	2.1406	3.8951	30,557.78 88
Maximum	74.1707	79.3175	37.2551	0.2728	11.0128	1.3546	12.3674	3.4655	1.2627	4.7282	0.0000	29,343.54 44	29,343.54 44	2.1406	3.8951	30,557.78 88

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.21	0.00	19.34	30.84	0.00	24.63	0.00	0.00	0.00	0.00	0.00	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	6.5875	6.3577	62.5959	0.1323	13.3850	0.0961	13.4811	3.5652	0.0892	3.6543		13,627.12 20	13,627.12 20	0.9317	0.5710	13,820.56 92
Total	13.3978	12.9061	92.7298	0.1734	13.3850	0.7493	14.1343	3.5652	0.7424	4.3076	0.0000	21,603.88 61	21,603.88 61	1.1309	0.7163	21,845.62 57

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	5.1850	4.1136	38.7499	0.0726	7.1851	0.0561	7.2412	1.9138	0.0520	1.9658		7,479.401 4	7,479.401 4	0.6262	0.3709	7,605.572 8
Total	11.9953	10.6620	68.8838	0.1137	7.1851	0.7094	7.8945	1.9138	0.7053	2.6191	0.0000	15,456.16 56	15,456.16 56	0.8254	0.5162	15,630.62 93

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.47	17.39	25.72	34.43	46.32	5.34	44.15	46.32	5.00	39.20	0.00	28.46	28.46	27.01	27.94	28.45

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	
4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100	
5	Paving	Paving	8/19/2022	8/25/2022	5	5	
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

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

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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.9531	0.0000	2.9531	0.4471	0.0000	0.4471			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	2.9531	0.3375	3.2906	0.4471	0.3225	0.7697		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0634	2.2841	0.5326	8.4500e-003	0.2381	0.0170	0.2550	0.0653	0.0162	0.0815		925.8548	925.8548	0.0492	0.1469	970.8601
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	0.0980	2.3094	0.9267	9.4700e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,029.8675	1,029.8675	0.0520	0.1494	1,075.6888

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					1.1517	0.0000	1.1517	0.1744	0.0000	0.1744			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1
Total	0.7094	6.4138	7.4693	0.0120	1.1517	0.3375	1.4892	0.1744	0.3225	0.4969	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1

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	0.0634	2.2841	0.5326	8.4500e-003	0.2381	0.0170	0.2550	0.0653	0.0162	0.0815		925.8548	925.8548	0.0492	0.1469	970.8601
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	0.0980	2.3094	0.9267	9.4700e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,029.867 5	1,029.867 5	0.0520	0.1494	1,075.688 8

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940		942.5179	942.5179	0.3048		950.1386

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	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.2068	0.2573	0.4641	0.0223	0.2367	0.2591	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8610	0.0000	4.8610	2.5334	0.0000	2.5334			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	4.8610	0.5173	5.3783	2.5334	0.4759	3.0093		1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.6015	57.7324	13.4611	0.2136	6.0169	0.4289	6.4458	1.6496	0.4104	2.0600		23,401.66 11	23,401.66 11	1.2430	3.7130	24,539.20 16
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	1.6292	57.7526	13.7764	0.2144	6.1063	0.4295	6.5358	1.6734	0.4109	2.0843		23,484.87 12	23,484.87 12	1.2452	3.7150	24,623.06 46

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8958	0.0000	1.8958	0.9880	0.0000	0.9880			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	1.8958	0.5173	2.4131	0.9880	0.4759	1.4639	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.6015	57.7324	13.4611	0.2136	6.0169	0.4289	6.4458	1.6496	0.4104	2.0600		23,401.66 11	23,401.66 11	1.2430	3.7130	24,539.20 16
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	1.6292	57.7526	13.7764	0.2144	6.1063	0.4295	6.5358	1.6734	0.4109	2.0843		23,484.87 12	23,484.87 12	1.2452	3.7150	24,623.06 46

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0767	1.9104	0.6550	7.6400e-003	0.2498	0.0182	0.2680	0.0719	0.0174	0.0893		820.8002	820.8002	0.0274	0.1183	856.7330
Worker	0.8549	0.6241	9.7351	0.0253	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,569.113 8	2,569.113 8	0.0695	0.0618	2,589.270 9
Total	0.9316	2.5345	10.3901	0.0329	3.0107	0.0359	3.0466	0.8041	0.0337	0.8378		3,389.914 1	3,389.914 1	0.0970	0.1801	3,446.003 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0767	1.9104	0.6550	7.6400e-003	0.2498	0.0182	0.2680	0.0719	0.0174	0.0893		820.8002	820.8002	0.0274	0.1183	856.7330
Worker	0.8549	0.6241	9.7351	0.0253	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,569.113 8	2,569.113 8	0.0695	0.0618	2,589.270 9
Total	0.9316	2.5345	10.3901	0.0329	3.0107	0.0359	3.0466	0.8041	0.0337	0.8378		3,389.914 1	3,389.914 1	0.0970	0.1801	3,446.003 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610
Total	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610
Total	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	5.1850	4.1136	38.7499	0.0726	7.1851	0.0561	7.2412	1.9138	0.0520	1.9658		7,479.401 4	7,479.401 4	0.6262	0.3709	7,605.572 8
Unmitigated	6.5875	6.3577	62.5959	0.1323	13.3850	0.0961	13.4811	3.5652	0.0892	3.6543		13,627.12 20	13,627.12 20	0.9317	0.5710	13,820.56 92

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346
NaturalGas Unmitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9755.35	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4007.11	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9.75535	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4.00711	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

6.0 Area Detail**6.1 Mitigation Measures Area**

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Unmitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

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	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development**

Los Angeles-South Coast County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	74.1827	81.8067	36.6921	0.2715	13.9780	1.3556	15.3335	5.0109	1.2636	6.2744	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003
Maximum	74.1827	81.8067	36.6921	0.2715	13.9780	1.3556	15.3335	5.0109	1.2636	6.2744	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003

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	74.1827	81.8067	36.6921	0.2715	11.0128	1.3556	12.3683	3.4655	1.2636	4.7291	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003
Maximum	74.1827	81.8067	36.6921	0.2715	11.0128	1.3556	12.3683	3.4655	1.2636	4.7291	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.21	0.00	19.34	30.84	0.00	24.63	0.00	0.00	0.00	0.00	0.00	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	6.4505	6.8713	61.5983	0.1267	13.3850	0.0961	13.4811	3.5652	0.0892	3.6544		13,049.15 04	13,049.15 04	0.9643	0.5973	13,251.23 92
Total	13.2608	13.4198	91.7322	0.1678	13.3850	0.7494	14.1344	3.5652	0.7425	4.3077	0.0000	21,025.91 45	21,025.91 45	1.1636	0.7426	21,276.29 58

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	5.0370	4.4472	39.2196	0.0696	7.1851	0.0561	7.2413	1.9138	0.0521	1.9659		7,171.619 9	7,171.619 9	0.6609	0.3889	7,304.045 3
Total	11.8473	10.9956	69.3535	0.1107	7.1851	0.7094	7.8945	1.9138	0.7054	2.6192	0.0000	15,148.38 40	15,148.38 40	0.8601	0.5343	15,329.10 19

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.66	18.06	24.40	34.01	46.32	5.34	44.15	46.32	5.00	39.20	0.00	27.95	27.95	26.08	28.05	27.95

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	
4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100	
5	Paving	Paving	8/19/2022	8/25/2022	5	5	
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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

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

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

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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.9531	0.0000	2.9531	0.4471	0.0000	0.4471			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	2.9531	0.3375	3.2906	0.4471	0.3225	0.7697		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0618	2.3768	0.5419	8.4500e-003	0.2381	0.0170	0.2551	0.0653	0.0163	0.0815		926.1262	926.1262	0.0491	0.1470	971.1437
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	0.0989	2.4047	0.9038	9.4200e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,024.6395	1,024.6395	0.0519	0.1496	1,070.5250

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					1.1517	0.0000	1.1517	0.1744	0.0000	0.1744			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1
Total	0.7094	6.4138	7.4693	0.0120	1.1517	0.3375	1.4892	0.1744	0.3225	0.4969	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1

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	0.0618	2.3768	0.5419	8.4500e-003	0.2381	0.0170	0.2551	0.0653	0.0163	0.0815		926.1262	926.1262	0.0491	0.1470	971.1437
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	0.0989	2.4047	0.9038	9.4200e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,024.639 5	1,024.639 5	0.0519	0.1496	1,070.525 0

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940		942.5179	942.5179	0.3048		950.1386

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	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.2068	0.2573	0.4641	0.0223	0.2367	0.2591	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8610	0.0000	4.8610	2.5334	0.0000	2.5334			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	4.8610	0.5173	5.3783	2.5334	0.4759	3.0093		1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.5630	60.0753	13.6980	0.2137	6.0169	0.4298	6.4467	1.6496	0.4112	2.0609		23,408.52 13	23,408.52 13	1.2409	3.7142	24,546.37 11
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	1.5927	60.0976	13.9875	0.2145	6.1063	0.4304	6.5367	1.6734	0.4117	2.0851		23,487.33 19	23,487.33 19	1.2432	3.7163	24,625.87 62

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8958	0.0000	1.8958	0.9880	0.0000	0.9880			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	1.8958	0.5173	2.4131	0.9880	0.4759	1.4639	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.5630	60.0753	13.6980	0.2137	6.0169	0.4298	6.4467	1.6496	0.4112	2.0609		23,408.52 13	23,408.52 13	1.2409	3.7142	24,546.37 11
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	1.5927	60.0976	13.9875	0.2145	6.1063	0.4304	6.5367	1.6734	0.4117	2.0851		23,487.33 19	23,487.33 19	1.2432	3.7163	24,625.87 62

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0758	1.9891	0.6776	7.6400e-003	0.2498	0.0183	0.2681	0.0719	0.0175	0.0894		821.1086	821.1086	0.0273	0.1184	857.0847
Worker	0.9152	0.6896	8.9383	0.0239	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,433.278 9	2,433.278 9	0.0704	0.0660	2,454.719 2
Total	0.9910	2.6788	9.6159	0.0316	3.0107	0.0360	3.0466	0.8041	0.0338	0.8379		3,254.387 5	3,254.387 5	0.0977	0.1845	3,311.803 8

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0758	1.9891	0.6776	7.6400e-003	0.2498	0.0183	0.2681	0.0719	0.0175	0.0894		821.1086	821.1086	0.0273	0.1184	857.0847
Worker	0.9152	0.6896	8.9383	0.0239	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,433.278 9	2,433.278 9	0.0704	0.0660	2,454.719 2
Total	0.9910	2.6788	9.6159	0.0316	3.0107	0.0360	3.0466	0.8041	0.0338	0.8379		3,254.387 5	3,254.387 5	0.0977	0.1845	3,311.803 8

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686
Total	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686
Total	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	5.0370	4.4472	39.2196	0.0696	7.1851	0.0561	7.2413	1.9138	0.0521	1.9659		7,171.6199	7,171.6199	0.6609	0.3889	7,304.0453
Unmitigated	6.4505	6.8713	61.5983	0.1267	13.3850	0.0961	13.4811	3.5652	0.0892	3.6544		13,049.1504	13,049.1504	0.9643	0.5973	13,251.2392

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346
NaturalGas Unmitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9755.35	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4007.11	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9.75535	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4.00711	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

6.0 Area Detail**6.1 Mitigation Measures Area**

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Unmitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

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	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development**

Los Angeles-South Coast County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.8923	1.2941	1.1486	4.6800e-003	0.2792	0.0334	0.3126	0.0857	0.0311	0.1167	0.0000	445.1791	445.1791	0.0383	0.0429	458.9316
Maximum	0.8923	1.2941	1.1486	4.6800e-003	0.2792	0.0334	0.3126	0.0857	0.0311	0.1167	0.0000	445.1791	445.1791	0.0383	0.0429	458.9316

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	0.8923	1.2941	1.1486	4.6800e-003	0.2403	0.0334	0.2737	0.0688	0.0311	0.0999	0.0000	445.1790	445.1790	0.0383	0.0429	458.9315
Maximum	0.8923	1.2941	1.1486	4.6800e-003	0.2403	0.0334	0.2737	0.0688	0.0311	0.0999	0.0000	445.1790	445.1790	0.0383	0.0429	458.9315

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	13.91	0.00	12.42	19.66	0.00	14.43	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	3-15-2022	6-14-2022	1.0766	1.0766
2	6-15-2022	9-14-2022	0.8169	0.8169
3	9-15-2022	9-30-2022	0.2433	0.2433
		Highest	1.0766	1.0766

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Energy	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	778.8746	778.8746	0.0295	7.8700e-003	781.9565
Mobile	0.2980	0.3271	2.9176	6.0100e-003	0.6160	4.5100e-003	0.6205	0.1643	4.1800e-003	0.1685	0.0000	561.6545	561.6545	0.0409	0.0256	570.3054
Waste						0.0000	0.0000		0.0000	0.0000	46.2454	0.0000	46.2454	2.7330	0.0000	114.5710
Water						0.0000	0.0000		0.0000	0.0000	7.4534	143.8578	151.3112	0.7724	0.0189	176.2555
Total	1.3952	0.6640	6.4888	8.0600e-003	0.6160	0.0471	0.6631	0.1643	0.0468	0.2111	53.6988	1,561.5007	1,615.1995	3.5826	0.0537	1,720.7614

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Energy	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	778.8746	778.8746	0.0295	7.8700e-003	781.9565
Mobile	0.2316	0.2107	1.8480	3.3000e-003	0.3307	2.6300e-003	0.3333	0.0882	2.4400e-003	0.0907	0.0000	308.6099	308.6099	0.0280	0.0166	314.2597
Waste						0.0000	0.0000		0.0000	0.0000	11.5614	0.0000	11.5614	0.6833	0.0000	28.6428
Water						0.0000	0.0000		0.0000	0.0000	5.9627	124.6543	130.6170	0.6184	0.0152	150.6003
Total	1.3288	0.5476	5.4191	5.3500e-003	0.3307	0.0452	0.3759	0.0882	0.0450	0.1333	17.5241	1,289.2526	1,306.7767	1.3658	0.0410	1,353.1323

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.76	17.53	16.48	33.62	46.32	3.99	43.31	46.32	3.72	36.88	67.37	17.44	19.10	61.88	23.69	21.36

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	

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

4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100
5	Paving	Paving	8/19/2022	8/25/2022	5	5
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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 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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	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					0.0148	0.0000	0.0148	2.2400e-003	0.0000	2.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	0.0148	1.6900e-003	0.0165	2.2400e-003	1.6100e-003	3.8500e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.1000e-004	0.0120	2.6800e-003	4.0000e-005	1.1700e-003	8.0000e-005	1.2500e-003	3.2000e-004	8.0000e-005	4.0000e-004	0.0000	4.2001	4.2001	2.2000e-004	6.7000e-004	4.4043
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	4.8000e-004	0.0122	4.5400e-003	4.0000e-005	1.7200e-003	8.0000e-005	1.8000e-003	4.7000e-004	8.0000e-005	5.5000e-004	0.0000	4.6537	4.6537	2.3000e-004	6.8000e-004	4.8618

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					5.7600e-003	0.0000	5.7600e-003	8.7000e-004	0.0000	8.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	5.7600e-003	1.6900e-003	7.4500e-003	8.7000e-004	1.6100e-003	2.4800e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.1000e-004	0.0120	2.6800e-003	4.0000e-005	1.1700e-003	8.0000e-005	1.2500e-003	3.2000e-004	8.0000e-005	4.0000e-004	0.0000	4.2001	4.2001	2.2000e-004	6.7000e-004	4.4043
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	4.8000e-004	0.0122	4.5400e-003	4.0000e-005	1.7200e-003	8.0000e-005	1.8000e-003	4.7000e-004	8.0000e-005	5.5000e-004	0.0000	4.6537	4.6537	2.3000e-004	6.8000e-004	4.8618

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					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	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	2.7000e-004	1.3000e-004	4.0000e-004	3.0000e-005	1.2000e-004	1.5000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	1.0000e-004	1.3000e-004	2.3000e-004	1.0000e-005	1.2000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0486	0.0000	0.0486	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1201	0.0594	1.4000e-004		5.1700e-003	5.1700e-003		4.7600e-003	4.7600e-003	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4816
Total	0.0108	0.1201	0.0594	1.4000e-004	0.0486	5.1700e-003	0.0538	0.0253	4.7600e-003	0.0301	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4816

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0159	0.6081	0.1356	2.1400e-003	0.0591	4.2900e-003	0.0634	0.0162	4.1100e-003	0.0204	0.0000	212.3224	212.3224	0.0113	0.0337	222.6434
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.3000e-004	2.9700e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7257	0.7257	2.0000e-005	2.0000e-005	0.7321
Total	0.0161	0.6083	0.1385	2.1500e-003	0.0600	4.3000e-003	0.0643	0.0165	4.1200e-003	0.0206	0.0000	213.0480	213.0480	0.0113	0.0337	223.3755

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					0.0190	0.0000	0.0190	9.8800e-003	0.0000	9.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1201	0.0594	1.4000e-004		5.1700e-003	5.1700e-003		4.7600e-003	4.7600e-003	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4815
Total	0.0108	0.1201	0.0594	1.4000e-004	0.0190	5.1700e-003	0.0241	9.8800e-003	4.7600e-003	0.0146	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4815

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0159	0.6081	0.1356	2.1400e-003	0.0591	4.2900e-003	0.0634	0.0162	4.1100e-003	0.0204	0.0000	212.3224	212.3224	0.0113	0.0337	222.6434
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.3000e-004	2.9700e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7257	0.7257	2.0000e-005	2.0000e-005	0.7321
Total	0.0161	0.6083	0.1385	2.1500e-003	0.0600	4.3000e-003	0.0643	0.0165	4.1200e-003	0.0206	0.0000	213.0480	213.0480	0.0113	0.0337	223.3755

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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.8100e-003	0.1003	0.0333	3.8000e-004	0.0123	9.1000e-004	0.0132	3.5500e-003	8.7000e-004	4.4200e-003	0.0000	37.2368	37.2368	1.2400e-003	5.3700e-003	38.8685
Worker	0.0423	0.0353	0.4585	1.2100e-003	0.1353	8.8000e-004	0.1362	0.0359	8.1000e-004	0.0368	0.0000	112.0231	112.0231	3.1900e-003	3.0400e-003	113.0095
Total	0.0461	0.1355	0.4918	1.5900e-003	0.1476	1.7900e-003	0.1494	0.0395	1.6800e-003	0.0412	0.0000	149.2599	149.2599	4.4300e-003	8.4100e-003	151.8780

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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	3.8100e-003	0.1003	0.0333	3.8000e-004	0.0123	9.1000e-004	0.0132	3.5500e-003	8.7000e-004	4.4200e-003	0.0000	37.2368	37.2368	1.2400e-003	5.3700e-003	38.8685
Worker	0.0423	0.0353	0.4585	1.2100e-003	0.1353	8.8000e-004	0.1362	0.0359	8.1000e-004	0.0368	0.0000	112.0231	112.0231	3.1900e-003	3.0400e-003	113.0095
Total	0.0461	0.1355	0.4918	1.5900e-003	0.1476	1.7900e-003	0.1494	0.0395	1.6800e-003	0.0412	0.0000	149.2599	149.2599	4.4300e-003	8.4100e-003	151.8780

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	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118

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	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118

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	0.7749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1500e-003	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853
Total	0.7770	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080
Total	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080

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	0.7749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1500e-003	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853
Total	0.7770	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080
Total	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2316	0.2107	1.8480	3.3000e-003	0.3307	2.6300e-003	0.3333	0.0882	2.4400e-003	0.0907	0.0000	308.6099	308.6099	0.0280	0.0166	314.2597
Unmitigated	0.2980	0.3271	2.9176	6.0100e-003	0.6160	4.5100e-003	0.6205	0.1643	4.1800e-003	0.1685	0.0000	561.6545	561.6545	0.0409	0.0256	570.3054

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	510.8123	510.8123	0.0244	2.9500e-003	512.3012
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	510.8123	510.8123	0.0244	2.9500e-003	512.3012
NaturalGas Mitigated	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553
NaturalGas Unmitigated	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.5607e+006	0.0192	0.1641	0.0698	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.0127	190.0127	3.6400e-003	3.4800e-003	191.1418
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
High Turnover (Sit Down Restaurant)	1.4626e+006	7.8900e-003	0.0717	0.0602	4.3000e-004		5.4500e-003	5.4500e-003		5.4500e-003	5.4500e-003	0.0000	78.0497	78.0497	1.5000e-003	1.4300e-003	78.5135
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.5607e+006	0.0192	0.1641	0.0698	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.0127	190.0127	3.6400e-003	3.4800e-003	191.1418
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
High Turnover (Sit Down Restaurant)	1.4626e+006	7.8900e-003	0.0717	0.0602	4.3000e-004		5.4500e-003	5.4500e-003		5.4500e-003	5.4500e-003	0.0000	78.0497	78.0497	1.5000e-003	1.4300e-003	78.5135
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.27452e+006	400.0420	0.0191	2.3100e-003	401.2080
Enclosed Parking with Elevator	78145.6	24.5281	1.1700e-003	1.4000e-004	24.5996
High Turnover (Sit Down Restaurant)	274765	86.2422	4.1100e-003	5.0000e-004	86.4936
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		510.8123	0.0244	2.9500e-003	512.3012

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.27452e+006	400.0420	0.0191	2.3100e-003	401.2080
Enclosed Parking with Elevator	78145.6	24.5281	1.1700e-003	1.4000e-004	24.5996
High Turnover (Sit Down Restaurant)	274765	86.2422	4.1100e-003	5.0000e-004	86.4936
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		510.8123	0.0244	2.9500e-003	512.3012

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 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	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Unmitigated	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731

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	0.0775					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.2300e-003	0.0618	0.0263	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.5369	71.5369	1.3700e-003	1.3100e-003	71.9620
Landscaping	0.1029	0.0394	3.4148	1.8000e-004		0.0189	0.0189		0.0189	0.0189	0.0000	5.5770	5.5770	5.3600e-003	0.0000	5.7111
Total	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7300e-003	1.3100e-003	77.6731

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0775					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.2300e-003	0.0618	0.0263	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.5369	71.5369	1.3700e-003	1.3100e-003	71.9620
Landscaping	0.1029	0.0394	3.4148	1.8000e-004		0.0189	0.0189		0.0189	0.0189	0.0000	5.5770	5.5770	5.3600e-003	0.0000	5.7111
Total	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7300e-003	1.3100e-003	77.6731

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	130.6170	0.6184	0.0152	150.6003
Unmitigated	151.3112	0.7724	0.0189	176.2555

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	21.566 / 13.5959	142.3933	0.7092	0.0174	165.3013
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.92744 / 0.123028	8.9179	0.0632	1.5300e-003	10.9542
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		151.3112	0.7724	0.0189	176.2555

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	17.2528 / 13.5959	123.3969	0.5678	0.0140	141.7509
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.54195 / 0.123028	7.2202	0.0506	1.2300e-003	8.8494
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		130.6170	0.6184	0.0152	150.6003

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 Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.5614	0.6833	0.0000	28.6428
Unmitigated	46.2454	2.7330	0.0000	114.5710

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	152.26	30.9074	1.8266	0.0000	76.5718
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	75.56	15.3380	0.9065	0.0000	37.9992
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		46.2454	2.7330	0.0000	114.5710

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	38.065	7.7269	0.4566	0.0000	19.1430
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	18.89	3.8345	0.2266	0.0000	9.4998
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		11.5614	0.6833	0.0000	28.6428

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

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

Equipment Type	Number
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11.0 Vegetation

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Ca	Model Year	Speed	Fuel	Population Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast AQMD	2022	HHDT	Aggregate	Aggregate	Gasoline	77.82251	1557.073	1.914672095	1914.672095	1984478.157	7970.981	13381402.09	6.74 HHDT
South Coast AQMD	2022	HHDT	Aggregate	Aggregate	Diesel	108362	1118617	1982.563485	1982563.485		13373431		
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Gasoline	6542832	30915701	8178.144259	8178144.259	8226568.36	2.52E+08	254602375.4	30.95 LDA
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Diesel	58937.5	279973.4	48.42410045	48424.10045		2358230		
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Electricity	127532.6	637025.4	0	0		5177709		
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Gasoline	736905.6	3399512	1031.447408	1031447.408	1031847.287	27300896	27309932.68	26.47 LDT1
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Diesel	387.1571	1348.408	0.39987912	399.8791198		9037.122		
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Electricity	5339.042	26794.47	0	0		221507.4		
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Gasoline	2246303	10535910	3436.155557	3436155.557	3453207.618	84740129	85348125.78	24.72 LDT2
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Diesel	14234.59	70193.22	17.05206088	17052.06088		607996.5		
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Electricity	22589.96	114302.6	0	0		734756.1		
South Coast AQMD	2022	LHDT1	Aggregate	Aggregate	Gasoline	175903.1	2620694	598.0685493	598068.5493	821513.5103	6298251	11115258.37	13.53 LHDT1
South Coast AQMD	2022	LHDT1	Aggregate	Aggregate	Diesel	119380.7	1501659	223.444961	223444.961		4817007		
South Coast AQMD	2022	LHDT2	Aggregate	Aggregate	Gasoline	30009.92	447103.1	113.5150695	113515.0695	209067.0531	1040649	2902289.397	13.88 LHDT2
South Coast AQMD	2022	LHDT2	Aggregate	Aggregate	Diesel	47335.63	595422.7	95.55198358	95551.98358		1861640		
South Coast AQMD	2022	MCY	Aggregate	Aggregate	Gasoline	295960.1	591920.2	56.92214589	56922.14589	56922.14589	2072370	2072370.126	36.41 MCY
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Gasoline	1579640	7302407	2793.799561	2793799.561	2842944.316	55888916	57233722.8	20.13 MDV
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Diesel	33348.92	163526.3	49.14475473	49144.75473		1344806		
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Electricity	11658.48	59625.3	0	0		391944.3		
South Coast AQMD	2022	MH	Aggregate	Aggregate	Gasoline	35097.75	3511.179	64.70410395	64704.10395	76270.38211	333282.4	455641.5746	5.97 MH
South Coast AQMD	2022	MH	Aggregate	Aggregate	Diesel	12758.81	1275.881	11.56627815	11566.27815		122359.2		
South Coast AQMD	2022	MHDT	Aggregate	Aggregate	Gasoline	25445.41	509111.8	269.2842176	269284.2176	1009568.488	1367743	9307083.084	9.22 MHDT
South Coast AQMD	2022	MHDT	Aggregate	Aggregate	Diesel	123310	1231988	740.28427	740284.27		7939340		
South Coast AQMD	2022	OBUS	Aggregate	Aggregate	Gasoline	5959.443	119236.5	49.67589796	49675.89796	88138.04214	250653.5	576603.5972	6.54 OBUS
South Coast AQMD	2022	OBUS	Aggregate	Aggregate	Diesel	4274.499	41607.39	38.46214418	38462.14418		325950.1		
South Coast AQMD	2022	SBUS	Aggregate	Aggregate	Gasoline	2630.829	10523.32	11.7605267	11760.5267	39328.1885	107369.8	316915.9173	8.06 SBUS
South Coast AQMD	2022	SBUS	Aggregate	Aggregate	Diesel	6631.313	76524.43	27.5676618	27567.6618		209546.1		
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Gasoline	952.146	3808.584	18.40085629	18400.85629	18647.65249	89256	90734.08386	4.87 UBUS
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Diesel	14.14142	56.56567	0.246796198	246.7961984		1478.086		
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Electricity	17.11694	68.46776	0	0		1343.185		

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Air District

Region: South Coast AQMD

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Yr	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2023	HHDT	Aggregate	Aggregate	Gasoline	75.10442936	8265.097	1502.689	1.936286145	1936.286145		1913466.474	8265.097	13656273.03	7.14 HHDT
South Coast	2023	HHDT	Aggregate	Aggregate	Diesel	109818.6753	13648008	1133618	1911.530188	1911530.188			13648008		
South Coast	2023	LDA	Aggregate	Aggregate	Gasoline	6635002.295	2.53E+08	31352477	7971.24403	7971244.03		8020635.698	2.53E+08	255180358.3	31.82 LDA
South Coast	2023	LDA	Aggregate	Aggregate	Diesel	62492.97958	2469816	297086.6	49.3916685	49391.6685			2469816		
South Coast	2023	LDA	Aggregate	Aggregate	Electricity	150700.3971	6237106	751566	0	0			6237106		
South Coast	2023	LDT1	Aggregate	Aggregate	Gasoline	758467.6481	27812996	3504563	1023.913006	1023913.006		1024279.466	27812996	27821405.09	27.16 LDT1
South Coast	2023	LDT1	Aggregate	Aggregate	Diesel	360.7799144	8408.618	1256.88	0.366459477	366.4594769			8408.618		
South Coast	2023	LDT1	Aggregate	Aggregate	Electricity	7122.93373	303507.5	35798.19	0	0			303507.5		
South Coast	2023	LDT2	Aggregate	Aggregate	Gasoline	2285150.139	85272416	10723315	3338.798312	3338798.312		3356536.438	85272416	85922778.34	25.60 LDT2
South Coast	2023	LDT2	Aggregate	Aggregate	Diesel	15594.68309	650362.8	76635.83	17.73812611	17738.12611			650362.8		
South Coast	2023	LDT2	Aggregate	Aggregate	Electricity	28809.63735	917592.8	145405.4	0	0			917592.8		
South Coast	2023	LHDT1	Aggregate	Aggregate	Gasoline	174910.3847	6216643	2605904	583.3851736	583385.1736		811563.1022	6216643	11211395.79	13.81 LHDT1
South Coast	2023	LHDT1	Aggregate	Aggregate	Diesel	125545.0822	4994753	1579199	228.1779285	228177.9285			4994753		
South Coast	2023	LHDT2	Aggregate	Aggregate	Gasoline	30102.75324	1034569	448486.2	111.5753864	111575.3864		209423.5025	1034569	2969599.008	14.18 LHDT2
South Coast	2023	LHDT2	Aggregate	Aggregate	Diesel	50003.13116	1935030	628976.5	97.84811618	97848.11618			1935030		
South Coast	2023	MCY	Aggregate	Aggregate	Gasoline	305044.5141	2104624	610089	57.849018	57849.018		57849.018	2104624	2104623.657	36.38 MCY
South Coast	2023	MDV	Aggregate	Aggregate	Gasoline	1589862.703	55684188	7354860	2693.883526	2693883.526		2744536.341	55684188	57109879.73	20.81 MDV
South Coast	2023	MDV	Aggregate	Aggregate	Diesel	36128.1019	1425691	176566.9	50.65281491	50652.81491			1425691		
South Coast	2023	MDV	Aggregate	Aggregate	Electricity	16376.67653	537591.7	83475.95	0	0			537591.7		
South Coast	2023	MH	Aggregate	Aggregate	Gasoline	34679.50542	330042.9	3469.338	63.26295123	63262.95123		74893.26955	330042.9	454344.9436	6.07 MH
South Coast	2023	MH	Aggregate	Aggregate	Diesel	13122.69387	124302	1312.269	11.63031832	11630.31832			124302		
South Coast	2023	MHDT	Aggregate	Aggregate	Gasoline	25624.3151	1363694	512691.3	265.2060557	265206.0557		989975.6425	1363694	9484317.768	9.58 MHDT
South Coast	2023	MHDT	Aggregate	Aggregate	Diesel	122124.488	8120623	1221858	724.7695868	724769.5868			8120623		
South Coast	2023	OBUS	Aggregate	Aggregate	Gasoline	5955.291639	245774	119153.5	48.07750689	48077.50689		86265.88761	245774	579743.8353	6.72 OBUS
South Coast	2023	OBUS	Aggregate	Aggregate	Diesel	4286.940093	333969.8	41558.29	38.18838072	38188.38072			333969.8		
South Coast	2023	SBUS	Aggregate	Aggregate	Gasoline	2783.643068	112189.6	11134.57	12.19474692	12194.74692		39638.85935	112189.6	323043.5203	8.15 SBUS
South Coast	2023	SBUS	Aggregate	Aggregate	Diesel	6671.825716	210853.9	76991.94	27.44411242	27444.11242			210853.9		
South Coast	2023	UBUS	Aggregate	Aggregate	Gasoline	957.7686184	89782.63	3831.074	17.62416327	17624.16327		17863.66378	89782.63	91199.2533	5.11 UBUS
South Coast	2023	UBUS	Aggregate	Aggregate	Diesel	13.00046095	1416.622	52.00184	0.239500509	239.5005093			1416.622		
South Coast	2023	UBUS	Aggregate	Aggregate	Electricity	16.11693886	1320.163	64.46776	0				1320.163		

EXHIBIT B

April 8, 2022

Ms. Lainie Herrera
EcoTierra Consulting
633 W 5th Street, 26th Floor
Los Angeles, CA 90071

Subject: 121 W 3rd Street Mixed Use Development – Cat32 Exemption – Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Los Angeles, CA

Dear Ms. Herrera:

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the 121 W 3rd Street project located at 121 West 3rd Street, 252 South Spring Street, and 244-246 South Spring Street in City of Los Angeles, California. The purpose of this focused study is to evaluate the air quality, greenhouse gas, and energy construction and operational emissions generated by the proposed project and to compare the project emissions to South Coast Air Quality Management District's (SCAQMD) thresholds of significance as it relates to residential and commercial uses and consistency to the City's General Plan. A list of definitions and terminology is located in Appendix A.

1.0 Project Description

The Project Site is approximately 0.63 acres and is currently occupied by a surface parking lot. The Project includes clearing of the existing surface parking lot and the construction of a new mixed-use building containing 331 residential dwelling units, 37 of which (11 percent) would be restricted to Very-Low Income Households, and approximately 6,350 square feet of ground-floor commercial uses. The proposed building would be approximately 243,973 square feet in size and would include 15 stories with a maximum height of 195 feet exclusive of rooftop appurtenances, railings/guardrails, stair and elevator shafts, and/or roof projections. The Project would include a total of 37 vehicular parking spaces in one level of subterranean parking and would provide 182 bicycle parking spaces, including 162 long-term and 20 short-term spaces. The Project includes 34,725 square feet of private and common open space including a 2nd floor courtyard with a library, meeting area, open co-working space, and lobby, and a roof deck with a pool, fitness room, and roof lounge. The proposed project site plan is located in Appendix B.

Land uses surrounding the site include a mixed-use condominium building to the west (across Spring Street), a commercial office building (government office) to the south (across W. 3rd Street), a commercial building to the east (across the alley, Harlem Place), and a surface parking lot immediately adjacent to the north. The closest existing sensitive receptors (to the site area) are the multi-family residential uses located across Spring Street approximately 80 feet (~25 meters) to the west of the project site.

2.0 AQ/GHG Thresholds of Significance

2.1 AQ Significance Thresholds

Project emissions were compared to both regional and localized SCAQMD's thresholds of significance for construction and operational emissions^{1,2}.

¹ <https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

² <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

2.2 GHG Significance Thresholds

The project emissions were compared to the SCAQMD’s 3,000 MTCO₂e draft threshold for all land uses³.

3.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2020.4.0) to calculate both the construction and operational emissions from the project site⁴. Project construction is anticipated to commence no earlier than the first quarter of 2022 and take approximately 16 months to complete. Therefore, for modeling purposes, construction was assumed to be begin mid-March 2022 and be completed by mid-July 2023. Construction assumes grading, building construction, paving, and architectural coating. Grading of the project site is to include approximately 55,000 cubic yards of export for the subterranean parking level. CalEEMod defaults were utilized. Assumptions and output calculations for winter, summer and annual are provided in Appendix C.

4.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the Central Los Angeles Source Receptor Area (SRA) ¹⁵. The nearest air monitoring station to the project site is the Los Angeles – North Main Street Monitoring Station. Historical air quality data for the vicinity can be found both at CARB and SCAQMD’s websites^{6,7}. Temperature and historical precipitation data can be found at the WRCC⁸.

5.0 Findings

The following outlines the emissions for the project:

5.1 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD’s daily emission thresholds at the regional level as indicated in Table 1, and therefore the impact would be considered less than significant.

<Table 1, next page>

Table 1: Regional Significance – Construction Emissions (lbs/day)

	Pollutant Emissions (pounds/day)
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³ <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>
⁴ <https://www.caleemod.com/>
⁵ <https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf?sfvrsn=6>
⁶ <https://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>
⁷ <https://www.arb.ca.gov/adam/>
⁸ <https://www.wrcc.dri.edu/summary/Climsmsca.html>

Activity	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition						
On-Site ²	0.71	6.41	7.47	0.01	1.49	0.50
Off-Site ³	0.10	2.40	0.93	0.01	0.37	0.11
Total	0.81	8.82	8.40	0.02	0.20	0.06
Site Preparation						
On-Site ²	0.58	6.93	3.96	0.01	0.46	0.26
Off-Site ³	0.02	0.01	0.20	0.00	0.06	0.02
Total	0.60	6.95	4.16	0.01	0.20	0.06
Grading						
On-Site ²	1.08	12.00	5.94	0.01	2.41	1.44
Off-Site ³	1.63	60.10	13.98	0.21	6.54	2.08
Total	2.71	72.10	19.92	0.23	8.95	3.52
Building Construction						
On-Site ²	0.69	7.03	7.15	0.01	0.37	0.34
Off-Site ³	0.93	2.68	10.39	0.03	3.05	0.84
Total	1.62	9.70	17.54	0.04	3.42	1.18
Paving						
On-Site ²	0.65	5.92	7.03	0.01	0.30	0.28
Off-Site ³	0.07	0.05	0.71	0.00	0.20	0.05
Total	0.71	5.97	7.74	0.01	0.50	0.33
Architectural Coating						
On-Site ²	74.01	1.41	1.81	0.00	0.08	0.08
Off-Site ³	0.17	0.12	1.91	0.05	0.55	0.15
Total	74.18	1.53	3.73	0.05	0.63	0.23
Total of overlapping phases⁴	74.89	7.50	11.47	0.07	1.13	0.56
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² On-site emissions from equipment operated on-site that is not operated on public roads. ³ Off-site emissions from equipment operated on public roads. ⁴ Architectural coatings and paving phases may overlap.						

5.2 Localized Construction Emissions

Utilizing the construction equipment list and associated acreages per 8-hour day provided in the SCAQMD “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b), the maximum number of acres disturbed in a day would be 2.0 acres during demolition (as shown in Table 2 below); therefore, to be conservative and as the project site is only 0.63 acres, the project emissions have been compared to the 1-acre per day localized significance threshold.

<Table 2, next page>

Table 2: Maximum Number of Acres Disturbed Per Day¹

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Concrete/Industrial Saws	1	0.5	0.5

	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1.0
Total Per Phase				2.0
Site Preparation	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total Per Phase				1.0
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total Per Phase				1.5
Notes:				
¹ Source: CalEEMod output and South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2				

None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors as shown in Table 3. Therefore, the impact would be less than significant from construction.

Table 3: Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Demolition	6.41	7.47	1.49	0.50
Site Preparation	6.93	3.96	0.46	0.26
Grading	12.00	5.94	2.41	1.44
Building Construction	7.03	7.15	0.37	0.34
Paving	5.92	7.03	0.30	0.28
Architectural Coating	1.41	1.81	0.08	0.08
Total for overlapping construction phases	14.35	16.00	0.75	0.70
SCAQMD Threshold²	74	680	5	3
Exceeds Threshold?	No	No	No	No
Notes:				
¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one-acre (see Table 2), to be conservative, in Central Los Angeles Source Receptor Area (SRA 1).				
² The nearest sensitive receptors are the multi-family residential uses located approximately 80 feet (~25 meters) to the west of the project site; therefore, the 25-meter threshold was utilized.				

5.3 Regional Operational Emissions

The operating emissions were based on year 2023, which is the anticipated opening year for the project. The CalEEMod default project trips and vehicle miles traveled (VMTs) were adjusted based on the VMT Analysis provided in the Transportation Assessment prepared for the proposed project (Linscott Law & Greenspan Engineers, May 25, 2021).⁹

⁹ The VMT calculations provided in the VMT Report (provided in Appendix B of the Traffic Assessment, Linscott Law & Greenspan Engineers, May 25, 2021) is based on City and community specific traffic model data and provides for a more accurate analysis of VMT than the default data provided in CalEEMod. However, because the LADOT's VMT Calculator is not entirely aligned with the input data and program methodology applied in CalEEMod, and does not account for weekend or pass-by trips, several adjustments to the model were required. These include: (1) The VMT Calculator is based on different trip generation rates and travel patterns than the CalEEMod program. Therefore, the average daily trips is consolidated for the entire project, as opposed to each land use type. (2) A user defined land use ("User Defined Commercial") was created to calculate Project Trips and VMTs. This land use category aggregates the trips and trip lengths for the project as a whole. (3) All trip data and trip type data was deleted from the individual land uses as the "User Defined Commercial" land use category aggregates all of the trip data for the project as a whole. (4) The average trip length was derived by dividing the total VMTs estimated in the LADOT VMT Calculator tool by the average daily trips. (5) The LADOT VMT Calculator tool factors in weekday trips only. Therefore, estimates for Saturday and Sunday trips were provided based on the ratio of Weekday to Weekend trips using CalEEMod default ITE trip rate data.

The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 4. The data in Table 3 shows that the operational emissions for the project would not exceed the SCAQMD's regional significance thresholds.

Table 4: Regional Significance – Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	6.66	5.26	29.42	0.03	0.55	0.55
Energy Usage ³	0.15	1.29	0.71	0.01	0.10	0.10
Mobile Sources ⁴	6.59	6.36	62.60	0.13	13.39	3.65
Total Emissions	13.40	12.91	92.73	0.17	14.04	4.31
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. ³ Energy usage consists of emissions from on-site natural gas usage. ⁴ Mobile sources consist of emissions from vehicles and road dust.						

5.4 Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is a mixed-use commercial and residential project and does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

5.5 GHG Emissions

Table 5 outlines the construction and operational GHG emissions for the project. The project's emissions are below (1,947.71 MTCO₂e) the SCAQMD's draft screening threshold of 3,000 MTCO₂e for all land uses and; therefore, the impact is less than significant.

Table 5: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	77.11	77.11	0.01	0.00	77.67
Energy Usage ³	0.00	778.87	778.87	0.03	0.01	781.96
Mobile Sources ⁴	0.00	778.87	778.87	0.03	0.01	781.96
Solid Waste ⁵	46.25	0.00	46.25	2.73	0.00	114.57
Water ⁷	7.45	143.86	151.31	0.77	0.02	176.26
Construction ⁸	0.00	14.84	14.84	0.00	0.00	15.30
Total Emissions	53.70	1,793.56	1,847.26	3.57	0.04	1,947.71
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes:						
¹ Source: CalEEMod Version 2020.4.0						
² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
³ Energy usage consist of GHG emissions from electricity and natural gas usage.						
⁴ Mobile sources consist of GHG emissions from vehicles.						
⁵ Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.						
⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.						
⁷ Construction GHG emissions based on a 30-year amortization rate.						

5.6 Consistency with Applicable Plans

Consistency with the City's General Plan

The project site is located within the Central City Community Plan Area of the City of Los Angeles. The project site has a current land use classification of Regional Center Commercial according to the Central City Community Plan; the corresponding zones for the Regional Center Commercial Designation include CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3 and RAS4. The Project Site is zoned [Q]C4-4D where Q condition restricts the height of development to 150 feet with unlimited number of stories, and the D limitation restricts the overall FAR of the Property to 6:1. The C4-4D zone permits both commercial and residential uses. Residential uses are permitted at one dwelling unit per 400 square feet of lot area. However, for developments combining residential and commercial uses in the Central City Community Plan Area or within a designated Regional Center Commercial area, residential uses may be calculated at R5 density, or 1/200 square feet. Therefore, the proposed project is consistent with the land use and zoning designations of the City's General Plan and Community Plan.

The project will be subject to the policies and ordinances pertaining to air quality and climate change in the City's General Plan. Although the project would generate greenhouse gas emissions, either directly or indirectly, these emissions are short-term and not considered to have a significant impact on the environment. Furthermore, project emissions have demonstrated that they will be below any significant thresholds as outlined by SCAQMD.

In addition, as shown below, the project's GHG impacts have been evaluated by assessing the project's consistency with applicable statewide, regional, and local GHG reduction plans and strategies.

Consistency with the City of Los Angeles' Sustainable City pLAN and Green New Deal

The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plan for the proposed project is the L.A. Green New Deal Sustainable city pLAN 2019, which is an update to the City of Los Angeles' Sustainable City pLAN (Plan) adopted by the City in April 2015. The Green New Deal Sustainable City pLAN establishes visions for the City in thirteen topic areas including environmental justice, renewable energy, local water, clean and healthy buildings, housing and development, mobility and public transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, prosperity and green jobs, and lead by example.

Project consistency with all of the applicable targets within the Green New Deal Sustainable City pLAN are assessed in Table 6. As shown in Table 6, the project is consistent with the applicable targets within the Green New Deal Sustainable City Plan.

Table 6: Project Consistency with the City of Los Angeles Green New Deal¹

Targets	Consistency Analysis
Environment	
<i>Renewable Energy</i>	
LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.	Not Applicable. This target calls for LADWP to utilize renewable energy in their supply. However, the proposed project is to follow the California Green Building Standards Code (proposed Part 11, Title 24) adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development which includes energy efficiency (in excess of the California Energy Code requirements). The project will be required to include these mandatory standards.
Increase cumulative MW by 2025; 2035; and 2050 of: -Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW -Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW -Demand response (DR) programs to 234 MW (2025) and 600 MW (2035)	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
<i>Local Water</i>	

Source 70% of L.A.'s water locally and capture 150,000 acre ft/yr of stormwater by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Recycle 100% of all wastewater for beneficial reuse by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
<i>Clean and Healthy Buildings</i>	
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce building energy use per sq.ft. for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
<i>Mobility and Public Transit</i>	
Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050	Consistent. The proposed project is an infill development in close proximity to existing transit and development. The project is a mixed-use residential and commercial use and is surrounded by other commercial development and residential uses.

Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	Consistent. The proposed project is an infill development in close proximity to existing transit and development. The project is a mixed-use residential and commercial use and is surrounded by other commercial development and residential uses.
<i>Zero Emission Vehicles</i>	
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	Consistent. The City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
<i>Waste and Resource Recovery</i>	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Eliminate organic waste going to landfill by 2028.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Notes: ¹ Source: City of Los Angeles Green New Deal Sustainable City pLAn, 2019.	

Additional relevant plans and policies that govern climate change include:

Executive Orders S-305 and B-30-15;
AB 32 Scoping Plan;
SCAG's Regional Transportation Plan/Sustainable Communities Strategy;
City of Los Angeles Climate LA Implementation Plan; and
City of Los Angeles Building Ordinance

Consistency with Executive Orders S-03-05 and B-30-15

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The project includes elements of smart land use as it is an infill development well-served by transportation infrastructure and near public transit.

Although the project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the project's emissions profile to decline as the regulatory initiatives identified by ARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Order's horizon-year goal. Therefore, the project is consistent with Executive Orders S-3-05 and B-30-15.

Consistency with AB32 Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State’s strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an “ambitious but achievable” reduction in California’s greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California’s leadership on climate change. In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 7. As shown in Table 7, the project is consistent with the applicable strategies within the Scoping Plan.

Table 7: Project Consistency with CARB Scoping Plan Policies and Measures¹

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to

	comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City’s recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: 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.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: 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 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.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for	Consistent. The project will be compliant with the

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.	current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Notes: ¹ Source: CARB Scoping Plan (2008 and 2017)	

Consistency with SCAG's 2016-2040 RTP/SCS

At the regional level, the 2016-2040 RTP and Sustainable Communities Strategy represent the region's Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project's potential to conflict with the RTP/SCS, this section analyzes the project's land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 8 demonstrates the project's consistency with the Actions and Strategies set forth in the 2016-2040 RTP/SCS. As shown in Table 8, the project would be consistent with the GHG reduction related actions and strategies contained in the 2016-2040 RTP/SCS.

Table 8: Project Consistency with SCAG 2016-2040 RTP/SCS¹

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Consistent. The proposed project is an infill development, which is replacing existing surface parking lot with proposed mixed-use residential and commercial uses; therefore, it will not displace existing housing.
Focus new growth around transit.	Local Jurisdictions	Consistent. The proposed project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The proposed project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The proposed project would help further jobs/housing balance objectives. The proposed project is also consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed

		project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is an infill development that would help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is an infill development that will minimize congestion impacts on the region because of its proximity to public transit and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.
Notes: ¹ Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth; April 2016.		

Consistency with the City of Los Angeles ClimateLA Implementation Plan

The “ClimateLA” plan focuses on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions. The project is required to comply with CALGreen and the City’s Green Building Code, as well as solid waste diversion policies administered by CalRecycle, and is an infill location with immediate access to significant public transit, pedestrian, and bicycle facilities. Therefore, the project is consistent with the “ClimateLA” plan.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014 comply with the current Los Angeles Green Building Code as amended to comply with the 2016 and 2019 CALGreen Codes. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The project provides 182 bicycle parking spaces including 162 long-term and 20 short-term spaces and a conduit for on-site electric automobile charging stations in the parking garage as required per the City’s Building Code. The Green Building Ordinance also includes measures that would increase energy efficiency on the project site, including installing Energy Star rated appliances and installation of water conserving fixtures, that the project is required to comply with. Therefore, the project is consistent with the Los Angeles Green Building Ordinance.

5.7 Energy Analysis

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses above was utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demand

Construction Equipment Electricity Usage Estimates

Electrical service will be provided by the Los Angeles Department of Water and Power (LADWP). Based on the 2017 National Construction Estimator, Richard Pray (2017)¹⁰, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with a 243,973 square foot building including 331 multi-family residential dwelling units and 6,350 square feet of commercial uses over the course of approximately sixteen months. Based on Table 9, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$9,056.28. As shown in Table 9, the total electricity usage from Project construction related activities is estimated to be approximately 164,660 kWh.¹¹

¹⁰ Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.

¹¹ LADWP’s Small Commercial & Multi-Family Service (A-1) is approximately \$0.06 per kWh of electricity Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclub/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf

Table 9: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot) ¹	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	243.973	16	\$9,056.28

Cost per kWh	Total Project Construction Electricity Usage (kWh)
\$0.06	164,660

*Assumes the project will be under the A-1 Small Commercial & Multi-Family Service rate under LADWP.
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-financesandreports/a-fr-electricrates/a-fr-er-stcommindrates?_adf.ctrl-state=4uqberzct_4&_afLoop=958662023680086

Construction Equipment Fuel Estimates

Using the CalEEMod data input, the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal.¹² As presented in Table 10 below, project construction activities would consume an estimated 8,300 gallons of diesel fuel.

Table 10: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Demolition	10	Graders	1	8	187	0.41	613	332
	10	Rubber Tired Dozers	1	1	247	0.4	99	53
	10	Tractors/Loaders/Backhoes	2	6	97	0.37	431	233
Site Preparation	1	Graders	1	8	187	0.41	613	133
	1	Tractors/Loaders/Backhoes	1	8	97	0.37	287	62
Grading	20	Graders	1	6	187	0.41	460	622
	20	Rubber Tired Dozers	1	6	247	0.4	593	801
	20	Tractors/Loaders/Backhoes	1	7	97	0.37	251	340
Building Construction	100	Cranes	1	4	231	0.29	268	4,447
	100	Forklifts	2	6	89	0.2	214	3,545
	100	Tractors/Loaders/Backhoes	2	8	97	0.37	574	9,529
Paving	5	Cement and Mortar Mixers	4	6	9	0.56	121	98
	5	Pavers	1	7	130	0.42	382	310
	5	Rollers	1	7	80	0.38	213	173
	5	Tractors/Loaders/Backhoes	1	7	97	0.37	251	204
Architectural Coating	21	Air Compressors	1	6	78	0.48	225	304
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								8,300

Notes:

¹Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

¹² Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 383,435 VMT. Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis using information generated using CARB's EMFAC model (see Appendix C for details). Table 11 shows that an estimated 12,389 gallons of fuel would be consumed for construction worker trips.

Table 11: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	10	14.7	1470	30.95	47
Site Preparation	1	5	14.7	73.5	30.95	2
Grading	20	8	14.7	2,352	30.95	76
Building Construction	100	247	14.7	363,090	30.95	11,732
Paving	5	18	14.7	1,323	30.95	43
Architectural Coating	21	49	14.7	15,126	30.95	489
Total Construction Worker Fuel Consumption						12,389

Notes:

¹Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 12 and 13 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 167,130 VMT. For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles.¹³ Tables 12 and 13 show that an estimated 23,723 gallons of fuel would be consumed for vendor and hauling trips.

Table 12: Construction Vendor Fuel Consumption Estimates (MHD Trucks)¹

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	0	6.9	0	9.22	0
Site Preparation	1	0	6.9	0	9.22	0
Grading	20	0	6.9	0	9.22	0
Building Construction	100	39	6.9	26,910	9.22	2,919
Paving	5	0	6.9	0	9.22	0
Architectural Coating	21	0	6.9	0	9.22	0
Total Vendor Fuel Consumption						2,919

Notes:

¹³ Vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 9.22 mpg for medium heavy-duty trucks and 6.74 mpg for heavy heavy-duty trucks (see Appendix C for details).

¹ Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Table 13: Construction Hauling Fuel Consumption Estimates (HHD Trucks)¹

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	13.6	20	2720	6.74	404
Site Preparation	1	0	20	0	6.74	0
Grading	20	343.8	20	137,500	6.74	20,401
Building Construction	100	0	20	0	6.74	0
Paving	5	0	20	0	6.74	0
Architectural Coating	21	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						20,804

Notes:

¹ Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.40 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately eighteen-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards.

Construction of the proposed residential (assisted living) development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Operational Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to downtown Los Angeles.

Using the VMT Analysis provided in the Transportation Assessment prepared for the proposed project (Linscott Law & Greenspan Engineers, May 25, 2021), it is assumed that an average vehicle miles traveled was 6.69 miles for all vehicle categories¹⁴. As the proposed project is a residential project, it was assumed that vehicles would operate 365 days per year. Table 8 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.¹⁵ Table 14 shows that an estimated 119,653 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 14: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	717	6.69	4,797	31.82	150.75	55,022
Light Truck	Automobile	83	6.69	555	27.16	20.44	7,462
Light Truck	Automobile	247	6.69	1,652	25.6	64.55	23,560
Medium Truck	Automobile	167	6.69	1,117	20.81	53.69	19,596
Light Heavy Truck	2-Axle Truck	30	6.69	201	13.81	14.53	5,305
Light Heavy Truck 10,000 lbs +	2-Axle Truck	8	6.69	54	14.18	3.77	1,378
Medium Heavy Truck	3-Axle Truck	14	6.69	94	9.58	9.78	3,568
Heavy Heavy Truck	4-Axle Truck	11	6.69	74	7.14	10.31	3,762
Total		1,316	--	8,543	18.76	327.82	--
Total Annual Fuel Consumption							119,653

Notes:

¹Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the proposed project are consistent with other similar residential uses of similar scale and configuration as reflected in the Transportation Assessment (Linscott Law & Greenspan Engineers, May 25, 2021). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 15.

Table 15: Project Mitigated Annual Operational Energy Demand Summary¹

Natural Gas Demand	kBTU/year
Apartments High Rise	3,560,700
High Turnover (Sit Down Restaurant)	1,462,600
Total	5,023,300

Electricity Demand	kWh/year
Apartments High Rise	1,274,520
High Turnover (Sit Down Restaurant)	274,765

¹⁴ The trip distance of 7.44 miles was calculated by the use of the VMT Analysis provided in the Transportation Assessment Chatsworth Street Assisted Living prepared by Overland Traffic Consultants, Inc. May 2021.

¹⁵ Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2023). See Appendix A for EMFAC output.

Enclosed Parking With Elevator	78,146
Total	1,627,431

Notes:

¹Taken from the CalEEMod 2020.4.0 annual output.

As shown in Table 9, the estimated electricity demand for the proposed project is approximately 1,627,431 kWh per year. In 2019, the residential sector of the County of Los Angeles consumed approximately 19,563 million kWh of electricity and the non-residential sector consumed approximately 46,556 kWh of electricity.¹⁶ In addition, the estimated natural gas consumption for the proposed project is approximately 5,023,300 kBtu per year. In 2019, the residential sector of the County of Riverside consumed approximately 1,236 million therms of gas and the non-residential sector consumed approximately 1,813 million therms of gas.¹⁷ Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2019 demand.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

6.0 Conclusions

Construction and operational project emissions were evaluated and compared to both regional and localized SCAQMD's thresholds of significance. In addition, project GHG emissions were evaluated and compared to SCAQMD's draft threshold of 3,000 MTCO₂e per year for all land uses. Project emissions are anticipated to be below SCAQMD's thresholds of significance with no mitigation. Therefore, the impact is less than significant.

Furthermore, neither construction nor operation of the project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is a

¹⁶ California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/electbycounty.aspx>

¹⁷ California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>

residential project that is not proposing any additional features that would require a larger energy demand than other residential projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant.

MD is pleased to provide this focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC



Mike Dickerson, INCE
Principal



Tyler Klassen, EIT
Air Quality Specialist

Appendix A

Glossary of Terms

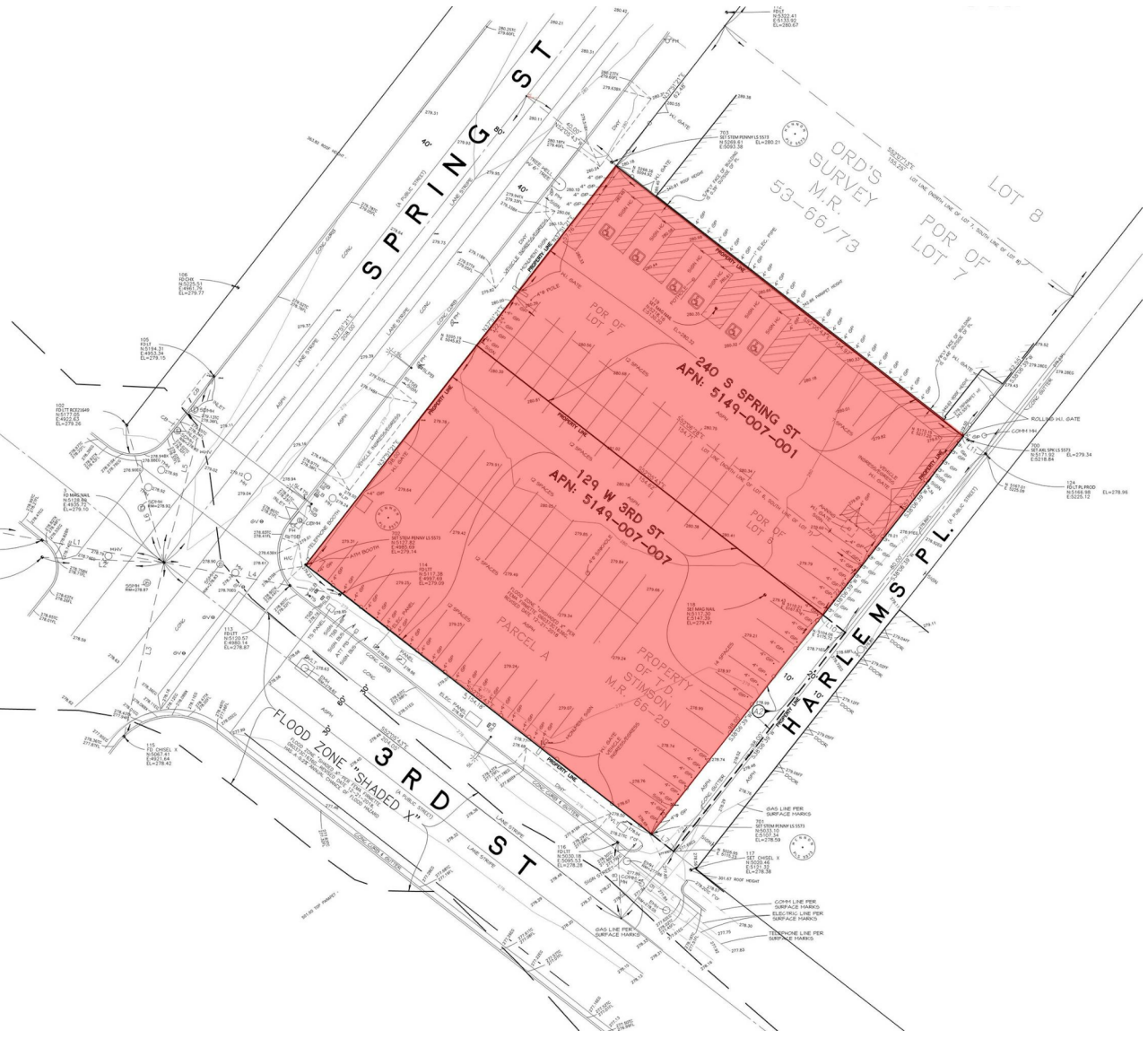
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH ₄	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
MTCO ₂ e	Metric tons of carbon dioxide equivalent
MMTCO ₂ e	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO _x	Nitrogen Oxides
NO ₂	Nitrogen dioxide
N ₂ O	Nitrous oxide
O ₃	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM ₁₀	Particles that are less than 10 micrometers in diameter
PM _{2.5}	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF ₆	Sulfur hexafluoride
SIP	State Implementation Plan
SO _x	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B
Site Plan

VICINITY MAP



LOCATION MAP



ZONING INFORMATION

ZONE	[Q]C4-4D
GENERAL PLAN LAND USE	REGIONAL COMMERCIAL CENTER
SPECIFIC PLAN AREA	NONE
COMMUNITY PLAN IMPLEMENTATION OVERLAY	NONE
HILLSIDE AREA (ZONING CODE)	NO
TRANSIT PRIORITY AREA	ZI 2452
REDEVELOPMENT PROJECT AREA - CITY CENTER	ZI 2488
GREATER DOWNTOWN HOUSING INCENTIVE AREA	ZI 2385
STATE ENTERPRISE ZONE LOS ANGELES	ZI 2374

JURISDICTIONAL INFORMATION

COMMUNITY PLAN AREA	CENTRAL CITY
AREA PLANNING COMMISSION	CENTRAL
NEIGHBORHOOD COUNCIL	DOWNTOWN LOS ANGELES
COUNCIL DISTRICT	CD 14 - KEVIN DE LEON
CENSUS TRACT #	2073.02
LADBS DISTRICT OFFICE	LOS ANGELES METRO

SITE INFORMATION

LOT AREA :	27,513 SF	
LAND USE :	REGIONAL COMMERCIAL	
SETBACKS :	PER GREATER DOWNTOWN HOUSING INCENTIVE AREA, ALL YARD REQUIREMENTS WERE ELIMINATED	
DEDICATIONS :	3RD STREET SPRING STREET HARLEM PLACE OTHER	5'-0" DEDICATION RIGHT OF WAY NONE 15'-0" X 15'-0" LIMITED HEIGHT CORNER CUT DEDICATION AT 3RD AND SPRING
EASEMENTS :	3RD STREET SPRING STREET HARLEM PLACE	NONE NONE 20'-0" PUBLIC ROAD EASEMENT
BUILDING HEIGHT :	ALLOWABLE MAX HEIGHT PROPOSED HEIGHT	150' PER Q CONDITION 195'-0"
FAR :	ALLOWABLE FAR PROPOSED FAR	6.0:1 FAR PER ORD 164.307 8.87:1 FAR
FLOOR AREA :	ALLOWABLE FLOOR AREA: PROPOSED FLOOR AREA:	27,513 SF x 6.0 = 165,078 SF 243,973 SF
RESIDENTIAL DENSITY :	PER GREATER DOWNTOWN HOUSING INCENTIVE AREA ZI NO. 2385, THE MAXIMUM NUMBER OF DWELLING UNITS IS UNLIMITED	
PROPOSED RES DENSITY :	331 UNITS	

LEGAL DESCRIPTION

PARCEL 1
APN : 5149-007-007
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: THE SOUTHWESTERLY 98 FEET OF LOT 6 IN BLOCK 3 OF ORD'S SURVEY, IN THE CITY LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGE 66 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. RECORDED MARCH 20, 1897, IN BOOK 66 PAGE 29 OF MISCELLANEOUS RECORDS, APPEARS A PLAT ON WHICH THE ABOVE DESCRIBED REAL PROPERTY IS DESIGNATED AS LOT 'A' OF PROPERTY OF T.D. STIMSON, AND PORTION OF HARLEM PLACE, FORMERLY KNOWN AS CENTER PLACE, FORMERLY KNOWN AS MOTT ALLEY, ADJOINING, SITUATED IN LOT 6 IN BLOCK 3 OF SAID ORD'S SURVEY.
PARCEL 2
APN : 5149-007-001
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: THAT PORTION OF BLOCK 3 OF ORD'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGE 66 ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTHEAST LINE OF SPRING STREET, DISTANT THEREON 98 FEET NORTHEAST FROM ITS INTERSECTION WITH THE NORTHEAST LINE OF THIRD STREET, SAID POINT BEING THE NORTHWESTERLY CORNER OF LOT A OF THE PROPERTY OF T. D. STIMSON, AS SHOWN ON MAP RECORDED IN BOOK 66 PAGE 29 OF SAID MISCELLANEOUS RECORDS; THENCE FROM THE POINT OF BEGINNING, NORTHEAST ALONG THE SOUTHEAST LINE OF SPRING STREET, 80 FEET TO THE SOUTHWEST LINE OF THE LAND DESCRIBED IN THE DEED TO THE TIMES—MIRROR COMPANY, RECORDED ON DECEMBER 29, 1961 AS INSTRUMENT NO. 2403, IN BOOK D1464 PAGE 219 OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHEAST ALONG SAID SOUTHWEST LINE, TO THE NORTHWEST LINE OF HARLEM PLACE (FORMERLY KNOWN AS CENTER PLACE); THENCE SOUTHWEST ALONG SAID NORTHWEST LINE TO THE NORTHEASTERLY CORNER OF SAID LOT A OF T.D. STIMSON; THENCE NORTHWEST ALONG THE NORTHEAST LINE OF SAID LOT A TO THE POINT OF BEGINNING.

SHEET INDEX

SHEET INDEX	
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A0.02	PROJECT INFORMATION
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A0.11	OPEN SPACE CALCULATIONS AND PLAN DIAGRAMS
A0.20	EXISTING SITE PHOTOS
A0.30	RENDERINGS
A0.31	RENDERINGS
A0.40	UNIT PLANS - L02
A0.41	UNIT PLANS - L03-14

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ALTA/NSPS DESIGN SURVEY 2/2

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A3.03	BUILDING SECTIONS E-W
A4.01	BUILDING ELEVATIONS - SOUTH/EAST
A4.02	BUILDING ELEVATIONS - SOUTH/WEST
A4.03	BUILDING ELEVATIONS - NORTH/WEST
A4.04	BUILDING ELEVATIONS - NORTH/EAST
A5.01	EXTERIOR MATERIALS

L1.11	GROUND LEVEL SITE PLAN
L1.12	PODIUM LEVEL SITE PLAN
L1.13	ROOF LEVEL SITE PLAN
L1.14	MATERIAL AND PLANTING PALLETES

PROJECT INFORMATION

BUILDING ADDRESS:	252 S. SPRING STREET LOS ANGELES, CA. 90012	& 121 W. 3RD STREET LOS ANGELES, CA. 90013	244-246 S. SPRING STREET LOS ANGELES, CA. 90012
OWNER:	RELEVANT GROUP 1605 N. CAHUENGA BLVD. HOLLYWOOD CA 90028 CONTACT: GRANT KING +1 323 466 1400	ARCHITECT:	GENSLER 500 S. FIGUEROA STREET LOS ANGELES CA 90071 CONTACT: OLIVIER SOMMERHALDER +1 213 485 1234
LAND USE CONSULTANT:	THREE6IXTY 11287 W. WASHINGTON BLVD CULVER CITY, CA 90232 CONTACT: SARA HOUGHTON +1 310 204 3500		
ASSESSOR'S PARCEL NUMBER (APN):	5149-007-007 / 5149-007-001		

PROJECT DESCRIPTION

THE PROPOSED PROJECT CONSISTS OF THE CONSTRUCTION, USE AND MAINTENANCE OF AN APPROXIMATELY 243,973 - SQUARE FOOT MIXED-USE BUILDING HAVING 331 RESIDENTIAL DWELLING UNITS, 37 (11% OF THE TOTAL NUMBER OF UNITS) OF WHICH ARE RESTRICTED TO VERY LOW INCOME HOUSEHOLDS, INCLUDING APPROXIMATELY 6,350 SQUARE FEET OF GROUND FLOOR COMMERCIAL USES, IN A 15-STORY BUILDING WITH A MAXIMUM HEIGHT OF 195'-0" FEET (EXCLUSIVE OF ROOFTOP RAILINGS/GUARDRAILS, STAIR AND ELEVATOR SHAFTS AND/OR ROOF PROJECTIONS), OVER ONE LEVEL OF SUBTERRANEAN PARKING.

THE PROPOSED PROJECT IS REQUESTING A DENSITY BONUS APPROVAL PURSUANT TO LAMC SECTION 12.22 A.25, INCLUDING TWO OFF-MENU INCENTIVES FOR AN INCREASE IN THE ALLOWABLE FAR AND FOR AN INCREASE IN THE ALLOWABLE BUILDING HEIGHT, AND ONE WAIVER OF DEVELOPMENT STANDARDS FOR THE ELIMINATION OF REQUIRED PARKING FOR RESIDENTIAL USES IN ADDITION TO SITE PLAN REVIEW APPROVAL PURSUANT TO LAMC SECTION 16.05.

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

Date	Description
1 10/06/2021	100% ENTITLEMENT SET
2 10/29/2021	100% ENTITLEMENT SET UPDATE

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ONE TWENTY ONE

Project Number

005.2878.000

Description

PROJECT INFORMATION

Scale

A0.01

RESIDENTIAL UNIT SUMMARY

Unit Type	Unit Count	Unit Percentage
Studio	60	18%
1BR	216	65%
2BR	55	17%

TOTAL UNITS 331

VERY LOW INCOME UNIT SUMMARY

VERY LOW INCOME UNIT COUNT

Total Unit Count	331
	x 11%
TOTAL VERY LOW INCOME UNITS	37

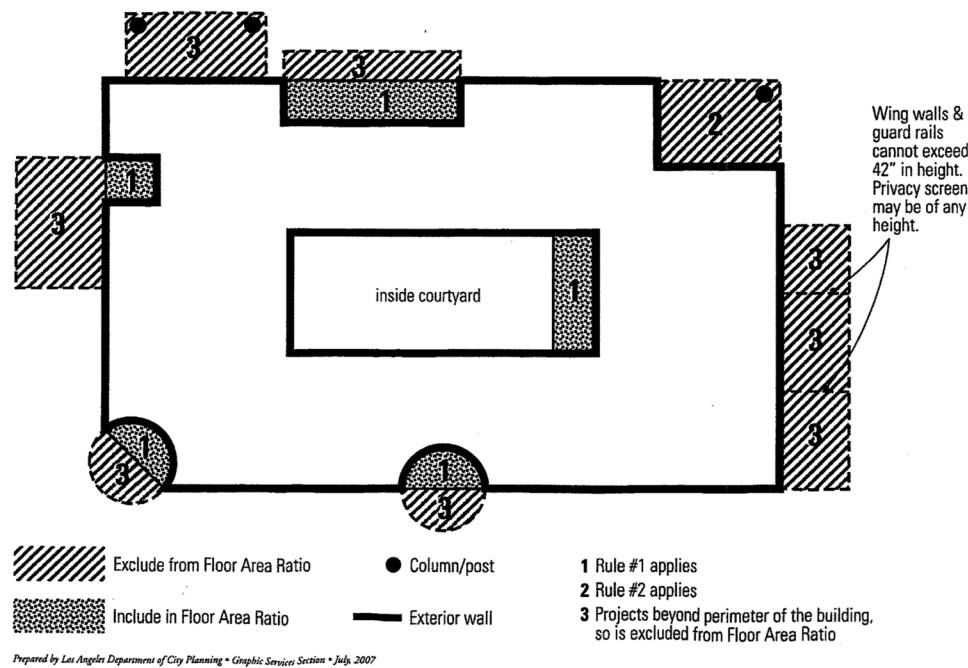
VERY LOW INCOME UNIT MIX

Very Low Income Unit Type	% Mix	Qty.
Studio	19%	7
1 Bedroom	65%	24
2 Bedroom	16%	6
TOTAL UNITS	100%	37

EXTERIOR PRIVACY SCREENS

PER CASE NO. ZA 2007-3430(ZAI) NONSTRUCTURAL VERTICAL PRIVACY SCREENS BORDERING BALCONIES ARE NOT CONSIDERED EXTERIOR WALLS. THEREFORE, EXTERIOR BALCONIES IN THE PROJECT ARE CONSIDERED UNENCLOSED AND ARE NOT COUNTED IN FLOOR AREA CALCULATION.

Case No. **ZA 2007-3430 (ZAI)** - Floor Area Ratio and Private Open Space (Balconies and Decks)
Diagram "A"



PARKING CALCULATIONS

SUMMARY OF PARKING REGULATIONS

Automobile Parking per Central City Parking Ordinance: **LAMC Section 12.21 A.4 (p)**
Commercial Parking: Downtown Business District **LAMC Section 12.21 A.4 (l)** and **Ordinance No. 135,901 & 137,036**

For compact stall dimensions see **LAMC Section 12.21A5.(a)**.
For compact stall standards (% of stalls) see **LAMC Section 12.21A5.(c)**.

Per AB 2345 effective January 1, 2021 for Density Bonus projects, .5 spaces per dwelling unit will be required.

Total Unit Count 331

REQUIRED PARKING - RESIDENTIAL

Unit Type	Qty.	Ratio	Spaces
Studio	60	0.50	30
1 Bedroom	216	0.50	108
2 Bedroom	55	0.50	28
TOTAL UNITS:	331		
Total Residential Required Stalls:			166

REQUIRED PARKING - COMMERCIAL

Total Commercial Space = 6,350 sf
None required if under 7,500 sf (Downtown Parking District)

Total Commercial Required Stalls:	0
Total Building Required Stalls:	166

PARKING PROVIDED

	H/C	EV Standard	Standard	8'-6" Compact	TOTAL
Level B1	2	4	11	14	31
	6.5%	12.9%	35.5%	45.2%	100.0%

BIKE PARKING CALCULATIONS

REQUIRED BICYCLE PARKING

Bicycle Parking: LAMC Section 12.21 A.16.(a)(1)(i) (Based on incremental increases in dwelling units)

Residential	Units	Ratio	Required Spaces
Short-Term Spaces	1 to 25	1 space / 10 units	3
	26 to 100	1 space / 15 units	5
	100 to 200	1 space / 20 units	5
	201 to 331	1 space / 40 units	3
	Residential Short-Term Required:		16
Long-Term Spaces	1 to 25	1 space / 1 unit	25
	26 to 100	1 space / 1.5 units	50
	100 to 200	1 space / 2 units	50
	201 to 331	1 space / 4 units	33
	Residential Long-Term Required:		158

Commercial/Retail/Restaurant	Area	Ratio	Required Spaces
Short-Term Bicycle Parking (min. 2)	7,499	1/2,000 sf	4
Long-Term Bicycle Parking (min. 2)	7,499	1/2,000 sf	4

TOTAL SHORT-TERM BIKE PARKING REQUIRED (Residential + Commercial)	20
TOTAL LONG-TERM BIKE PARKING REQUIRED (Residential + Commercial)	162
TOTAL BIKE PARKING REQUIRED	182

PROVIDED BICYCLE PARKING

Short Term Bike Parking:	
Sidewalk Bike Racks at Third and Spring (Commercial & Residential Use):	20
TOTAL SHORT-TERM PROVIDED:	20
Required:	20

Residential Long-Term Bike Parking Rooms:	
Residential	158
Commercial/Retail/Restaurant	4
TOTAL LONG-TERM PROVIDED:	162
Required:	162
TOTAL BIKE PARKING PROVIDED	182



121 West 3rd Street Los Angeles , CA 90013

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
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Date	Description
1 10/06/2021	100% ENTITLEMENT SET
2 10/29/2021	100% ENTITLEMENT SET UPDATE

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ONE TWENTY ONE

Project Number

005.2878.000

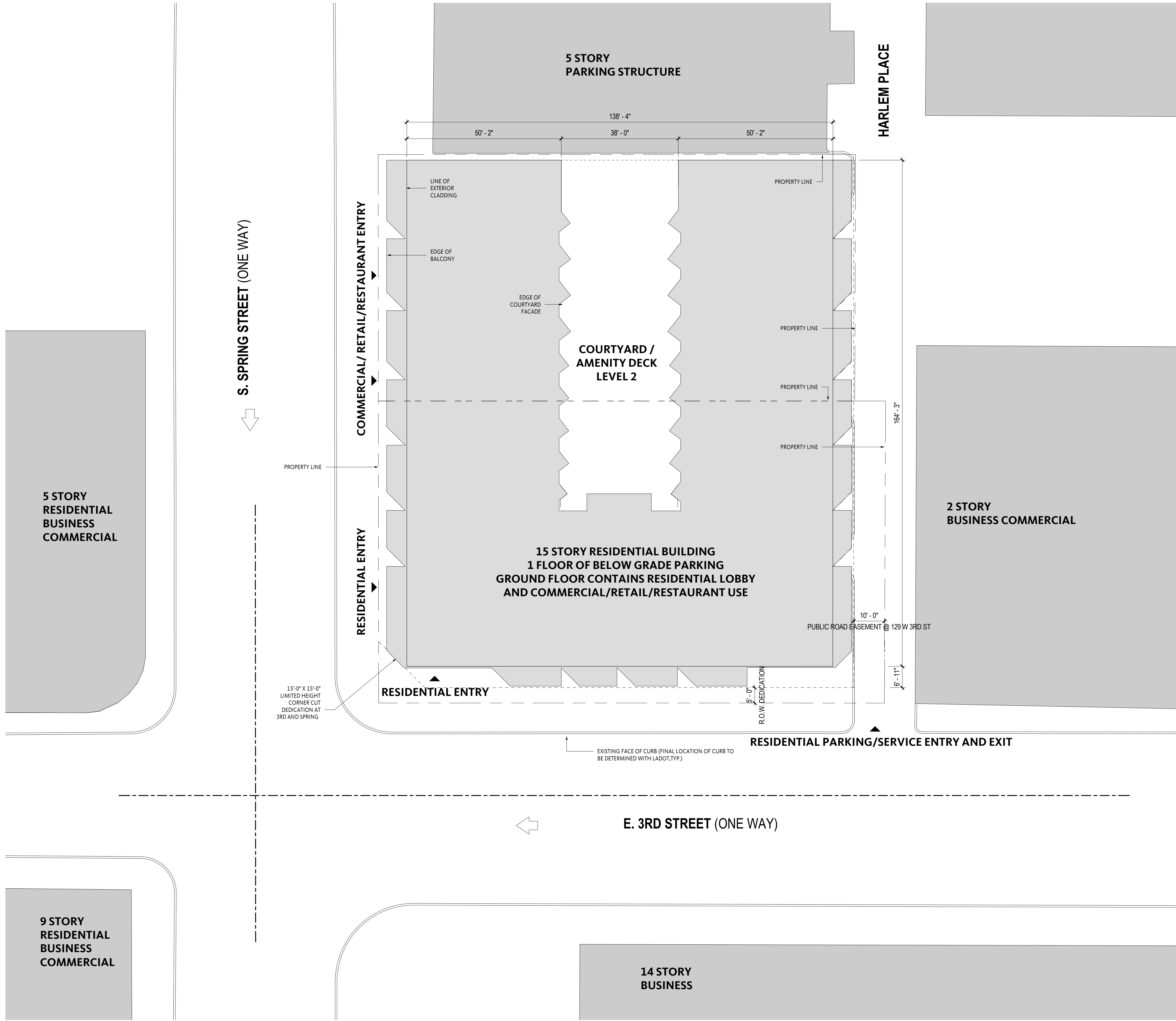
Description

PROJECT INFORMATION

Scale

A0.02

10/27/2021 5:37:24 PM BM 360/005.2878.000 - Relevant Group 121 West 3rd Street Los Angeles Architecture_121 West 3rd_F20.rvt



RELEVANT
GROUP

121 West 3rd Street Los Angeles , CA 90013

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

△	Date	Description
1	10/06/2021	100% ENTITLEMENT SET
2	10/29/2021	100% ENTITLEMENT SET UPDATE

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

ONE TWENTY ONE

Project Number

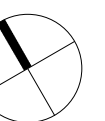
005.2878.000

Description

SITE PLAN

Scale

1/16" = 1'-0"



A1.01

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Appendix C
CalEEMod Outputs & EMFAC2017 Data

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development****Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	74.1707	79.3175	37.2551	0.2728	13.9780	1.3546	15.3325	5.0109	1.2627	6.2735	0.0000	29,343.5444	29,343.5444	2.1406	3.8951	30,557.7888
Maximum	74.1707	79.3175	37.2551	0.2728	13.9780	1.3546	15.3325	5.0109	1.2627	6.2735	0.0000	29,343.5444	29,343.5444	2.1406	3.8951	30,557.7888

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	74.1707	79.3175	37.2551	0.2728	11.0128	1.3546	12.3674	3.4655	1.2627	4.7282	0.0000	29,343.5444	29,343.5444	2.1406	3.8951	30,557.7888
Maximum	74.1707	79.3175	37.2551	0.2728	11.0128	1.3546	12.3674	3.4655	1.2627	4.7282	0.0000	29,343.5444	29,343.5444	2.1406	3.8951	30,557.7888

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.21	0.00	19.34	30.84	0.00	24.63	0.00	0.00	0.00	0.00	0.00	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	6.5875	6.3577	62.5959	0.1323	13.3850	0.0961	13.4811	3.5652	0.0892	3.6543		13,627.12 20	13,627.12 20	0.9317	0.5710	13,820.56 92
Total	13.3978	12.9061	92.7298	0.1734	13.3850	0.7493	14.1343	3.5652	0.7424	4.3076	0.0000	21,603.88 61	21,603.88 61	1.1309	0.7163	21,845.62 57

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	5.1850	4.1136	38.7499	0.0726	7.1851	0.0561	7.2412	1.9138	0.0520	1.9658		7,479.401 4	7,479.401 4	0.6262	0.3709	7,605.572 8
Total	11.9953	10.6620	68.8838	0.1137	7.1851	0.7094	7.8945	1.9138	0.7053	2.6191	0.0000	15,456.16 56	15,456.16 56	0.8254	0.5162	15,630.62 93

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.47	17.39	25.72	34.43	46.32	5.34	44.15	46.32	5.00	39.20	0.00	28.46	28.46	27.01	27.94	28.45

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	
4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100	
5	Paving	Paving	8/19/2022	8/25/2022	5	5	
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

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

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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.9531	0.0000	2.9531	0.4471	0.0000	0.4471			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	2.9531	0.3375	3.2906	0.4471	0.3225	0.7697		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0634	2.2841	0.5326	8.4500e-003	0.2381	0.0170	0.2550	0.0653	0.0162	0.0815		925.8548	925.8548	0.0492	0.1469	970.8601
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	0.0980	2.3094	0.9267	9.4700e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,029.8675	1,029.8675	0.0520	0.1494	1,075.6888

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					1.1517	0.0000	1.1517	0.1744	0.0000	0.1744			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1
Total	0.7094	6.4138	7.4693	0.0120	1.1517	0.3375	1.4892	0.1744	0.3225	0.4969	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1

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	0.0634	2.2841	0.5326	8.4500e-003	0.2381	0.0170	0.2550	0.0653	0.0162	0.0815		925.8548	925.8548	0.0492	0.1469	970.8601
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	0.0980	2.3094	0.9267	9.4700e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,029.867 5	1,029.867 5	0.0520	0.1494	1,075.688 8

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940		942.5179	942.5179	0.3048		950.1386

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	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.2068	0.2573	0.4641	0.0223	0.2367	0.2591	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144
Total	0.0173	0.0126	0.1971	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		52.0064	52.0064	1.4100e-003	1.2500e-003	52.4144

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8610	0.0000	4.8610	2.5334	0.0000	2.5334			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	1.0832	12.0046	5.9360	0.0141	4.8610	0.5173	5.3783	2.5334	0.4759	3.0093		1,364.8198	1,364.8198	0.4414		1,375.8551

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	1.6015	57.7324	13.4611	0.2136	6.0169	0.4289	6.4458	1.6496	0.4104	2.0600		23,401.6611	23,401.6611	1.2430	3.7130	24,539.2016
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	1.6292	57.7526	13.7764	0.2144	6.1063	0.4295	6.5358	1.6734	0.4109	2.0843		23,484.8712	23,484.8712	1.2452	3.7150	24,623.0646

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8958	0.0000	1.8958	0.9880	0.0000	0.9880			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	1.8958	0.5173	2.4131	0.9880	0.4759	1.4639	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.6015	57.7324	13.4611	0.2136	6.0169	0.4289	6.4458	1.6496	0.4104	2.0600		23,401.66 11	23,401.66 11	1.2430	3.7130	24,539.20 16
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	1.6292	57.7526	13.7764	0.2144	6.1063	0.4295	6.5358	1.6734	0.4109	2.0843		23,484.87 12	23,484.87 12	1.2452	3.7150	24,623.06 46

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0767	1.9104	0.6550	7.6400e-003	0.2498	0.0182	0.2680	0.0719	0.0174	0.0893		820.8002	820.8002	0.0274	0.1183	856.7330
Worker	0.8549	0.6241	9.7351	0.0253	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,569.113 8	2,569.113 8	0.0695	0.0618	2,589.270 9
Total	0.9316	2.5345	10.3901	0.0329	3.0107	0.0359	3.0466	0.8041	0.0337	0.8378		3,389.914 1	3,389.914 1	0.0970	0.1801	3,446.003 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0767	1.9104	0.6550	7.6400e-003	0.2498	0.0182	0.2680	0.0719	0.0174	0.0893		820.8002	820.8002	0.0274	0.1183	856.7330
Worker	0.8549	0.6241	9.7351	0.0253	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,569.113 8	2,569.113 8	0.0695	0.0618	2,589.270 9
Total	0.9316	2.5345	10.3901	0.0329	3.0107	0.0359	3.0466	0.8041	0.0337	0.8378		3,389.914 1	3,389.914 1	0.0970	0.1801	3,446.003 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610
Total	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610
Total	0.1696	0.1238	1.9313	5.0100e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		509.6623	509.6623	0.0138	0.0123	513.6610

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	5.1850	4.1136	38.7499	0.0726	7.1851	0.0561	7.2412	1.9138	0.0520	1.9658		7,479.401 4	7,479.401 4	0.6262	0.3709	7,605.572 8
Unmitigated	6.5875	6.3577	62.5959	0.1323	13.3850	0.0961	13.4811	3.5652	0.0892	3.6543		13,627.12 20	13,627.12 20	0.9317	0.5710	13,820.56 92

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346
NaturalGas Unmitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9755.35	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4007.11	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9.75535	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4.00711	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

6.0 Area Detail**6.1 Mitigation Measures Area**

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Unmitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

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	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development**

Los Angeles-South Coast County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	74.1827	81.8067	36.6921	0.2715	13.9780	1.3556	15.3335	5.0109	1.2636	6.2744	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003
Maximum	74.1827	81.8067	36.6921	0.2715	13.9780	1.3556	15.3335	5.0109	1.2636	6.2744	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003

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	74.1827	81.8067	36.6921	0.2715	11.0128	1.3556	12.3683	3.4655	1.2636	4.7291	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003
Maximum	74.1827	81.8067	36.6921	0.2715	11.0128	1.3556	12.3683	3.4655	1.2636	4.7291	0.0000	29,210.4786	29,210.4786	2.1393	3.9008	30,426.4003

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.21	0.00	19.34	30.84	0.00	24.63	0.00	0.00	0.00	0.00	0.00	0.00

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	6.4505	6.8713	61.5983	0.1267	13.3850	0.0961	13.4811	3.5652	0.0892	3.6544		13,049.15 04	13,049.15 04	0.9643	0.5973	13,251.23 92
Total	13.2608	13.4198	91.7322	0.1678	13.3850	0.7494	14.1344	3.5652	0.7425	4.3077	0.0000	21,025.91 45	21,025.91 45	1.1636	0.7426	21,276.29 58

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Energy	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.113 0	1,619.113 0	0.0310	0.0297	1,628.734 6
Mobile	5.0370	4.4472	39.2196	0.0696	7.1851	0.0561	7.2413	1.9138	0.0521	1.9659		7,171.619 9	7,171.619 9	0.6609	0.3889	7,304.045 3
Total	11.8473	10.9956	69.3535	0.1107	7.1851	0.7094	7.8945	1.9138	0.7054	2.6192	0.0000	15,148.38 40	15,148.38 40	0.8601	0.5343	15,329.10 19

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.66	18.06	24.40	34.01	46.32	5.34	44.15	46.32	5.00	39.20	0.00	27.95	27.95	26.08	28.05	27.95

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	
4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100	
5	Paving	Paving	8/19/2022	8/25/2022	5	5	
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

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

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

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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.9531	0.0000	2.9531	0.4471	0.0000	0.4471			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	2.9531	0.3375	3.2906	0.4471	0.3225	0.7697		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0618	2.3768	0.5419	8.4500e-003	0.2381	0.0170	0.2551	0.0653	0.0163	0.0815		926.1262	926.1262	0.0491	0.1470	971.1437
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	0.0989	2.4047	0.9038	9.4200e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,024.6395	1,024.6395	0.0519	0.1496	1,070.5250

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					1.1517	0.0000	1.1517	0.1744	0.0000	0.1744			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1
Total	0.7094	6.4138	7.4693	0.0120	1.1517	0.3375	1.4892	0.1744	0.3225	0.4969	0.0000	1,147.902 5	1,147.902 5	0.2119		1,153.200 1

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	0.0618	2.3768	0.5419	8.4500e-003	0.2381	0.0170	0.2551	0.0653	0.0163	0.0815		926.1262	926.1262	0.0491	0.1470	971.1437
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	0.0989	2.4047	0.9038	9.4200e-003	0.3498	0.0177	0.3675	0.0949	0.0169	0.1118		1,024.639 5	1,024.639 5	0.0519	0.1496	1,070.525 0

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940		942.5179	942.5179	0.3048		950.1386

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	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.2068	0.2573	0.4641	0.0223	0.2367	0.2591	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907
Total	0.0185	0.0140	0.1809	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		49.2567	49.2567	1.4200e-003	1.3400e-003	49.6907

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8610	0.0000	4.8610	2.5334	0.0000	2.5334			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	4.8610	0.5173	5.3783	2.5334	0.4759	3.0093		1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.5630	60.0753	13.6980	0.2137	6.0169	0.4298	6.4467	1.6496	0.4112	2.0609		23,408.52 13	23,408.52 13	1.2409	3.7142	24,546.37 11
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	1.5927	60.0976	13.9875	0.2145	6.1063	0.4304	6.5367	1.6734	0.4117	2.0851		23,487.33 19	23,487.33 19	1.2432	3.7163	24,625.87 62

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8958	0.0000	1.8958	0.9880	0.0000	0.9880			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1
Total	1.0832	12.0046	5.9360	0.0141	1.8958	0.5173	2.4131	0.9880	0.4759	1.4639	0.0000	1,364.819 8	1,364.819 8	0.4414		1,375.855 1

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	1.5630	60.0753	13.6980	0.2137	6.0169	0.4298	6.4467	1.6496	0.4112	2.0609		23,408.52 13	23,408.52 13	1.2409	3.7142	24,546.37 11
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	1.5927	60.0976	13.9875	0.2145	6.1063	0.4304	6.5367	1.6734	0.4117	2.0851		23,487.33 19	23,487.33 19	1.2432	3.7163	24,625.87 62

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0758	1.9891	0.6776	7.6400e-003	0.2498	0.0183	0.2681	0.0719	0.0175	0.0894		821.1086	821.1086	0.0273	0.1184	857.0847
Worker	0.9152	0.6896	8.9383	0.0239	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,433.278 9	2,433.278 9	0.0704	0.0660	2,454.719 2
Total	0.9910	2.6788	9.6159	0.0316	3.0107	0.0360	3.0466	0.8041	0.0338	0.8379		3,254.387 5	3,254.387 5	0.0977	0.1845	3,311.803 8

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0758	1.9891	0.6776	7.6400e-003	0.2498	0.0183	0.2681	0.0719	0.0175	0.0894		821.1086	821.1086	0.0273	0.1184	857.0847
Worker	0.9152	0.6896	8.9383	0.0239	2.7609	0.0177	2.7786	0.7322	0.0163	0.7485		2,433.278 9	2,433.278 9	0.0704	0.0660	2,454.719 2
Total	0.9910	2.6788	9.6159	0.0316	3.0107	0.0360	3.0466	0.8041	0.0338	0.8379		3,254.387 5	3,254.387 5	0.0977	0.1845	3,311.803 8

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7

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	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686
Total	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	73.7966					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	74.0011	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	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686
Total	0.1816	0.1368	1.7732	4.7500e-003	0.5477	3.5100e-003	0.5512	0.1453	3.2300e-003	0.1485		482.7153	482.7153	0.0140	0.0131	486.9686

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	5.0370	4.4472	39.2196	0.0696	7.1851	0.0561	7.2413	1.9138	0.0521	1.9659		7,171.6199	7,171.6199	0.6609	0.3889	7,304.0453
Unmitigated	6.4505	6.8713	61.5983	0.1267	13.3850	0.0961	13.4811	3.5652	0.0892	3.6544		13,049.1504	13,049.1504	0.9643	0.5973	13,251.2392

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346
NaturalGas Unmitigated	0.1484	1.2919	0.7126	8.1000e-003		0.1025	0.1025		0.1025	0.1025		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9755.35	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4007.11	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	9.75535	0.1052	0.8990	0.3826	5.7400e-003		0.0727	0.0727		0.0727	0.0727		1,147.6882	1,147.6882	0.0220	0.0210	1,154.5084
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
High Turnover (Sit Down Restaurant)	4.00711	0.0432	0.3929	0.3300	2.3600e-003		0.0299	0.0299		0.0299	0.0299		471.4248	471.4248	9.0400e-003	8.6400e-003	474.2263
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1484	1.2919	0.7126	8.1000e-003		0.1026	0.1026		0.1026	0.1026		1,619.1130	1,619.1130	0.0310	0.0297	1,628.7346

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 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	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9
Unmitigated	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

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	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5783	4.9416	2.1028	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	6,308.470 6	6,308.470 6	0.1209	0.1157	6,345.958 7
Landscaping	0.8233	0.3149	27.3185	1.4400e-003		0.1512	0.1512		0.1512	0.1512		49.1805	49.1805	0.0473		50.3632
Total	6.6619	5.2565	29.4214	0.0330		0.5507	0.5507		0.5507	0.5507	0.0000	6,357.651 1	6,357.651 1	0.1682	0.1157	6,396.321 9

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**03322107 121 W 3rd Street Mixed-Use Development**

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	37.00	Space	0.31	14,365.00	0
High Turnover (Sit Down Restaurant)	6.35	1000sqft	0.00	6,350.00	0
Apartments High Rise	331.00	Dwelling Unit	0.32	237,623.00	947

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.63 ac (~27,520 sf) w/ 243,973 sf bldg -331 multi-fam DU, 6,350 sf GF commercial, 37 parking spaces (covering ~14,365 sf) subter parking level. User Defined Com is surrogate for estimating mobile source emissions LADOT's VMT calc.

Construction Phase - Construction to take ~16 months beginning in 1st Q 2022 with completion & occupancy in 3rd Q 2023. Modeled as Mid-march 2022 to mid-July 2023. Project applicant has confirmed the grading and architectural coating phases will be over 20 days each.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 30,000 sf of asphalt pavement removal

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

Grading - ~55,000 CY export for subterranean parking level during grading. Site will be 0.63 acres.

Vehicle Trips - Transportation Assessment (in VMT Analysis), 1,316 total trips. Trip length is 8,803 daily VMT/1,316 daily trips = 6.69 miles.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 - Fugitive Dust - Exposed area will be watered 3x per day.

Mobile Land Use Mitigation - Mixed-Use development w/ restaurant/residential (LUT-3). Site is ~0.3 miles NE of downtown LA. Sidewalks on/connecting off-site. 331 du/0.63 ac = 525.4 du/ac.

Water Mitigation - 20% reduction indoor water use per CalGreen Standards.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	281.35	297.90
tblFireplaces	NumberWood	16.55	0.00
tblGrading	AcresOfGrading	15.00	0.63
tblGrading	MaterialExported	0.00	55,000.00
tblLandUse	LandUseSquareFeet	14,800.00	14,365.00
tblLandUse	LandUseSquareFeet	331,000.00	237,623.00
tblLandUse	LotAcreage	0.33	0.31
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	5.34	0.32
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	6.69
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	1,316.00
tblWoodstoves	NumberCatalytic	16.55	0.00
tblWoodstoves	NumberNoncatalytic	16.55	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.8923	1.2941	1.1486	4.6800e-003	0.2792	0.0334	0.3126	0.0857	0.0311	0.1167	0.0000	445.1791	445.1791	0.0383	0.0429	458.9316
Maximum	0.8923	1.2941	1.1486	4.6800e-003	0.2792	0.0334	0.3126	0.0857	0.0311	0.1167	0.0000	445.1791	445.1791	0.0383	0.0429	458.9316

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	0.8923	1.2941	1.1486	4.6800e-003	0.2403	0.0334	0.2737	0.0688	0.0311	0.0999	0.0000	445.1790	445.1790	0.0383	0.0429	458.9315
Maximum	0.8923	1.2941	1.1486	4.6800e-003	0.2403	0.0334	0.2737	0.0688	0.0311	0.0999	0.0000	445.1790	445.1790	0.0383	0.0429	458.9315

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	13.91	0.00	12.42	19.66	0.00	14.43	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	3-15-2022	6-14-2022	1.0766	1.0766
2	6-15-2022	9-14-2022	0.8169	0.8169
3	9-15-2022	9-30-2022	0.2433	0.2433
		Highest	1.0766	1.0766

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Energy	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	778.8746	778.8746	0.0295	7.8700e-003	781.9565
Mobile	0.2980	0.3271	2.9176	6.0100e-003	0.6160	4.5100e-003	0.6205	0.1643	4.1800e-003	0.1685	0.0000	561.6545	561.6545	0.0409	0.0256	570.3054
Waste						0.0000	0.0000		0.0000	0.0000	46.2454	0.0000	46.2454	2.7330	0.0000	114.5710
Water						0.0000	0.0000		0.0000	0.0000	7.4534	143.8578	151.3112	0.7724	0.0189	176.2555
Total	1.3952	0.6640	6.4888	8.0600e-003	0.6160	0.0471	0.6631	0.1643	0.0468	0.2111	53.6988	1,561.5007	1,615.1995	3.5826	0.0537	1,720.7614

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Energy	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	778.8746	778.8746	0.0295	7.8700e-003	781.9565
Mobile	0.2316	0.2107	1.8480	3.3000e-003	0.3307	2.6300e-003	0.3333	0.0882	2.4400e-003	0.0907	0.0000	308.6099	308.6099	0.0280	0.0166	314.2597
Waste						0.0000	0.0000		0.0000	0.0000	11.5614	0.0000	11.5614	0.6833	0.0000	28.6428
Water						0.0000	0.0000		0.0000	0.0000	5.9627	124.6543	130.6170	0.6184	0.0152	150.6003
Total	1.3288	0.5476	5.4191	5.3500e-003	0.3307	0.0452	0.3759	0.0882	0.0450	0.1333	17.5241	1,289.2526	1,306.7767	1.3658	0.0410	1,353.1323

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.76	17.53	16.48	33.62	46.32	3.99	43.31	46.32	3.72	36.88	67.37	17.44	19.10	61.88	23.69	21.36

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	3/15/2022	3/28/2022	5	10	
2	Site Preparation	Site Preparation	3/29/2022	3/29/2022	5	1	
3	Grading	Grading	3/30/2022	4/26/2022	5	20	

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4	Building Construction	Building Construction	4/1/2022	8/18/2022	5	100
5	Paving	Paving	8/19/2022	8/25/2022	5	5
6	Architectural Coating	Architectural Coating	8/26/2022	9/23/2022	5	21

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.63****Acres of Paving: 0.31****Residential Indoor: 481,187; Residential Outdoor: 160,396; Non-Residential Indoor: 9,525; Non-Residential Outdoor: 3,175; Striped Parking Area: 862 (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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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	136.00	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	6,875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	247.00	39.00	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	49.00	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					0.0148	0.0000	0.0148	2.2400e-003	0.0000	2.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	0.0148	1.6900e-003	0.0165	2.2400e-003	1.6100e-003	3.8500e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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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					
Hauling	3.1000e-004	0.0120	2.6800e-003	4.0000e-005	1.1700e-003	8.0000e-005	1.2500e-003	3.2000e-004	8.0000e-005	4.0000e-004	0.0000	4.2001	4.2001	2.2000e-004	6.7000e-004	4.4043
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	4.8000e-004	0.0122	4.5400e-003	4.0000e-005	1.7200e-003	8.0000e-005	1.8000e-003	4.7000e-004	8.0000e-005	5.5000e-004	0.0000	4.6537	4.6537	2.3000e-004	6.8000e-004	4.8618

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					5.7600e-003	0.0000	5.7600e-003	8.7000e-004	0.0000	8.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	5.7600e-003	1.6900e-003	7.4500e-003	8.7000e-004	1.6100e-003	2.4800e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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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					
Hauling	3.1000e-004	0.0120	2.6800e-003	4.0000e-005	1.1700e-003	8.0000e-005	1.2500e-003	3.2000e-004	8.0000e-005	4.0000e-004	0.0000	4.2001	4.2001	2.2000e-004	6.7000e-004	4.4043
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	4.8000e-004	0.0122	4.5400e-003	4.0000e-005	1.7200e-003	8.0000e-005	1.8000e-003	4.7000e-004	8.0000e-005	5.5000e-004	0.0000	4.6537	4.6537	2.3000e-004	6.8000e-004	4.8618

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					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	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	2.7000e-004	1.3000e-004	4.0000e-004	3.0000e-005	1.2000e-004	1.5000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	1.0000e-004	1.3000e-004	2.3000e-004	1.0000e-005	1.2000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0227	0.0227	0.0000	0.0000	0.0229

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0486	0.0000	0.0486	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1201	0.0594	1.4000e-004		5.1700e-003	5.1700e-003		4.7600e-003	4.7600e-003	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4816
Total	0.0108	0.1201	0.0594	1.4000e-004	0.0486	5.1700e-003	0.0538	0.0253	4.7600e-003	0.0301	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4816

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0159	0.6081	0.1356	2.1400e-003	0.0591	4.2900e-003	0.0634	0.0162	4.1100e-003	0.0204	0.0000	212.3224	212.3224	0.0113	0.0337	222.6434
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.3000e-004	2.9700e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7257	0.7257	2.0000e-005	2.0000e-005	0.7321
Total	0.0161	0.6083	0.1385	2.1500e-003	0.0600	4.3000e-003	0.0643	0.0165	4.1200e-003	0.0206	0.0000	213.0480	213.0480	0.0113	0.0337	223.3755

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					0.0190	0.0000	0.0190	9.8800e-003	0.0000	9.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1201	0.0594	1.4000e-004		5.1700e-003	5.1700e-003		4.7600e-003	4.7600e-003	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4815
Total	0.0108	0.1201	0.0594	1.4000e-004	0.0190	5.1700e-003	0.0241	9.8800e-003	4.7600e-003	0.0146	0.0000	12.3814	12.3814	4.0000e-003	0.0000	12.4815

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0159	0.6081	0.1356	2.1400e-003	0.0591	4.2900e-003	0.0634	0.0162	4.1100e-003	0.0204	0.0000	212.3224	212.3224	0.0113	0.0337	222.6434
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.3000e-004	2.9700e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7257	0.7257	2.0000e-005	2.0000e-005	0.7321
Total	0.0161	0.6083	0.1385	2.1500e-003	0.0600	4.3000e-003	0.0643	0.0165	4.1200e-003	0.0206	0.0000	213.0480	213.0480	0.0113	0.0337	223.3755

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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.8100e-003	0.1003	0.0333	3.8000e-004	0.0123	9.1000e-004	0.0132	3.5500e-003	8.7000e-004	4.4200e-003	0.0000	37.2368	37.2368	1.2400e-003	5.3700e-003	38.8685
Worker	0.0423	0.0353	0.4585	1.2100e-003	0.1353	8.8000e-004	0.1362	0.0359	8.1000e-004	0.0368	0.0000	112.0231	112.0231	3.1900e-003	3.0400e-003	113.0095
Total	0.0461	0.1355	0.4918	1.5900e-003	0.1476	1.7900e-003	0.1494	0.0395	1.6800e-003	0.0412	0.0000	149.2599	149.2599	4.4300e-003	8.4100e-003	151.8780

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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	3.8100e-003	0.1003	0.0333	3.8000e-004	0.0123	9.1000e-004	0.0132	3.5500e-003	8.7000e-004	4.4200e-003	0.0000	37.2368	37.2368	1.2400e-003	5.3700e-003	38.8685
Worker	0.0423	0.0353	0.4585	1.2100e-003	0.1353	8.8000e-004	0.1362	0.0359	8.1000e-004	0.0368	0.0000	112.0231	112.0231	3.1900e-003	3.0400e-003	113.0095
Total	0.0461	0.1355	0.4918	1.5900e-003	0.1476	1.7900e-003	0.1494	0.0395	1.6800e-003	0.0412	0.0000	149.2599	149.2599	4.4300e-003	8.4100e-003	151.8780

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	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118

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	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4082	0.4082	1.0000e-005	1.0000e-005	0.4118

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	0.7749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1500e-003	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853
Total	0.7770	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080
Total	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080

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	0.7749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1500e-003	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853
Total	0.7770	0.0148	0.0190	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.6809	2.6809	1.7000e-004	0.0000	2.6853

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080
Total	1.7600e-003	1.4700e-003	0.0191	5.0000e-005	5.6400e-003	4.0000e-005	5.6700e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.6669	4.6669	1.3000e-004	1.3000e-004	4.7080

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2316	0.2107	1.8480	3.3000e-003	0.3307	2.6300e-003	0.3333	0.0882	2.4400e-003	0.0907	0.0000	308.6099	308.6099	0.0280	0.0166	314.2597
Unmitigated	0.2980	0.3271	2.9176	6.0100e-003	0.6160	4.5100e-003	0.6205	0.1643	4.1800e-003	0.1685	0.0000	561.6545	561.6545	0.0409	0.0256	570.3054

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	1,499.43	1188.29	1,312,050	704,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	777.24	905.76	327,664	175,892
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	2,276.67	2,094.05	1,639,714	880,206

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
User Defined Commercial	6.69	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Enclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
High Turnover (Sit Down Restaurant)	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	510.8123	510.8123	0.0244	2.9500e-003	512.3012
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	510.8123	510.8123	0.0244	2.9500e-003	512.3012
NaturalGas Mitigated	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553
NaturalGas Unmitigated	0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.5607e+006	0.0192	0.1641	0.0698	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.0127	190.0127	3.6400e-003	3.4800e-003	191.1418
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
High Turnover (Sit Down Restaurant)	1.4626e+006	7.8900e-003	0.0717	0.0602	4.3000e-004		5.4500e-003	5.4500e-003		5.4500e-003	5.4500e-003	0.0000	78.0497	78.0497	1.5000e-003	1.4300e-003	78.5135
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.5607e+006	0.0192	0.1641	0.0698	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.0127	190.0127	3.6400e-003	3.4800e-003	191.1418
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
High Turnover (Sit Down Restaurant)	1.4626e+006	7.8900e-003	0.0717	0.0602	4.3000e-004		5.4500e-003	5.4500e-003		5.4500e-003	5.4500e-003	0.0000	78.0497	78.0497	1.5000e-003	1.4300e-003	78.5135
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0271	0.2358	0.1300	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	268.0623	268.0623	5.1400e-003	4.9100e-003	269.6553

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.27452e+006	400.0420	0.0191	2.3100e-003	401.2080
Enclosed Parking with Elevator	78145.6	24.5281	1.1700e-003	1.4000e-004	24.5996
High Turnover (Sit Down Restaurant)	274765	86.2422	4.1100e-003	5.0000e-004	86.4936
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		510.8123	0.0244	2.9500e-003	512.3012

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.27452e+006	400.0420	0.0191	2.3100e-003	401.2080
Enclosed Parking with Elevator	78145.6	24.5281	1.1700e-003	1.4000e-004	24.5996
High Turnover (Sit Down Restaurant)	274765	86.2422	4.1100e-003	5.0000e-004	86.4936
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		510.8123	0.0244	2.9500e-003	512.3012

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 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	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731
Unmitigated	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7400e-003	1.3100e-003	77.6731

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	0.0775					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.2300e-003	0.0618	0.0263	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.5369	71.5369	1.3700e-003	1.3100e-003	71.9620
Landscaping	0.1029	0.0394	3.4148	1.8000e-004		0.0189	0.0189		0.0189	0.0189	0.0000	5.5770	5.5770	5.3600e-003	0.0000	5.7111
Total	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7300e-003	1.3100e-003	77.6731

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0775					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.2300e-003	0.0618	0.0263	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.5369	71.5369	1.3700e-003	1.3100e-003	71.9620
Landscaping	0.1029	0.0394	3.4148	1.8000e-004		0.0189	0.0189		0.0189	0.0189	0.0000	5.5770	5.5770	5.3600e-003	0.0000	5.7111
Total	1.0702	0.1011	3.4411	5.7000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	77.1138	77.1138	6.7300e-003	1.3100e-003	77.6731

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	130.6170	0.6184	0.0152	150.6003
Unmitigated	151.3112	0.7724	0.0189	176.2555

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	21.566 / 13.5959	142.3933	0.7092	0.0174	165.3013
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.92744 / 0.123028	8.9179	0.0632	1.5300e-003	10.9542
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		151.3112	0.7724	0.0189	176.2555

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	17.2528 / 13.5959	123.3969	0.5678	0.0140	141.7509
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.54195 / 0.123028	7.2202	0.0506	1.2300e-003	8.8494
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		130.6170	0.6184	0.0152	150.6003

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.5614	0.6833	0.0000	28.6428
Unmitigated	46.2454	2.7330	0.0000	114.5710

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	152.26	30.9074	1.8266	0.0000	76.5718
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	75.56	15.3380	0.9065	0.0000	37.9992
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		46.2454	2.7330	0.0000	114.5710

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	38.065	7.7269	0.4566	0.0000	19.1430
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	18.89	3.8345	0.2266	0.0000	9.4998
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		11.5614	0.6833	0.0000	28.6428

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

03322107 121 W 3rd Street Mixed-Use Development - Los Angeles-South Coast County, Annual

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

Equipment Type	Number
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11.0 Vegetation

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Ca	Model Year	Speed	Fuel	Population Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast AQMD	2022	HHDT	Aggregate	Aggregate	Gasoline	77.82251	1557.073	1.914672095	1914.672095	1984478.157	7970.981	13381402.09	6.74 HHD
South Coast AQMD	2022	HHDT	Aggregate	Aggregate	Diesel	108362	1118617	1982.563485	1982563.485		13373431		
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Gasoline	6542832	30915701	8178.144259	8178144.259	8226568.36	2.52E+08	254602375.4	30.95 LDA
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Diesel	58937.5	279973.4	48.42410045	48424.10045		2358230		
South Coast AQMD	2022	LDA	Aggregate	Aggregate	Electricity	127532.6	637025.4	0	0		5177709		
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Gasoline	736905.6	3399512	1031.447408	1031447.408	1031847.287	27300896	27309932.68	26.47 LDT1
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Diesel	387.1571	1348.408	0.39987912	399.8791198		9037.122		
South Coast AQMD	2022	LDT1	Aggregate	Aggregate	Electricity	5339.042	26794.47	0	0		221507.4		
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Gasoline	2246303	10535910	3436.155557	3436155.557	3453207.618	84740129	85348125.78	24.72 LDT2
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Diesel	14234.59	70193.22	17.05206088	17052.06088		607996.5		
South Coast AQMD	2022	LDT2	Aggregate	Aggregate	Electricity	22589.96	114302.6	0	0		734756.1		
South Coast AQMD	2022	LHDT1	Aggregate	Aggregate	Gasoline	175903.1	2620694	598.0685493	598068.5493	821513.5103	6298251	11115258.37	13.53 LHDT1
South Coast AQMD	2022	LHDT1	Aggregate	Aggregate	Diesel	119380.7	1501659	223.444961	223444.961		4817007		
South Coast AQMD	2022	LHDT2	Aggregate	Aggregate	Gasoline	30009.92	447103.1	113.5150695	113515.0695	209067.0531	1040649	2902289.397	13.88 LHDT2
South Coast AQMD	2022	LHDT2	Aggregate	Aggregate	Diesel	47335.63	595422.7	95.55198358	95551.98358		1861640		
South Coast AQMD	2022	MCY	Aggregate	Aggregate	Gasoline	295960.1	591920.2	56.92214589	56922.14589	56922.14589	2072370	2072370.126	36.41 MCY
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Gasoline	1579640	7302407	2793.799561	2793799.561	2842944.316	55888916	57233722.8	20.13 MDV
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Diesel	33348.92	163526.3	49.14475473	49144.75473		1344806		
South Coast AQMD	2022	MDV	Aggregate	Aggregate	Electricity	11658.48	59625.3	0	0		391944.3		
South Coast AQMD	2022	MH	Aggregate	Aggregate	Gasoline	35097.75	3511.179	64.70410395	64704.10395	76270.38211	333282.4	455641.5746	5.97 MH
South Coast AQMD	2022	MH	Aggregate	Aggregate	Diesel	12758.81	1275.881	11.56627815	11566.27815		122359.2		
South Coast AQMD	2022	MHDT	Aggregate	Aggregate	Gasoline	25445.41	509111.8	269.2842176	269284.2176	1009568.488	1367743	9307083.084	9.22 MHDT
South Coast AQMD	2022	MHDT	Aggregate	Aggregate	Diesel	123310	1231988	740.28427	740284.27		7939340		
South Coast AQMD	2022	OBUS	Aggregate	Aggregate	Gasoline	5959.443	119236.5	49.67589796	49675.89796	88138.04214	250653.5	576603.5972	6.54 OBUS
South Coast AQMD	2022	OBUS	Aggregate	Aggregate	Diesel	4274.499	41607.39	38.46214418	38462.14418		325950.1		
South Coast AQMD	2022	SBUS	Aggregate	Aggregate	Gasoline	2630.829	10523.32	11.7605267	11760.5267	39328.1885	107369.8	316915.9173	8.06 SBUS
South Coast AQMD	2022	SBUS	Aggregate	Aggregate	Diesel	6631.313	76524.43	27.5676618	27567.6618		209546.1		
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Gasoline	952.146	3808.584	18.40085629	18400.85629	18647.65249	89256	90734.08386	4.87 UBUS
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Diesel	14.14142	56.56567	0.246796198	246.7961984		1478.086		
South Coast AQMD	2022	UBUS	Aggregate	Aggregate	Electricity	17.11694	68.46776	0	0		1343.185		

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Air District

Region: South Coast AQMD

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Yr	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2023	HHDT	Aggregate	Aggregate	Gasoline	75.10442936	8265.097	1502.689	1.936286145	1936.286145		1913466.474	8265.097	13656273.03	7.14 HHDT
South Coast	2023	HHDT	Aggregate	Aggregate	Diesel	109818.6753	13648008	1133618	1911.530188	1911530.188			13648008		
South Coast	2023	LDA	Aggregate	Aggregate	Gasoline	6635002.295	2.53E+08	31352477	7971.24403	7971244.03		8020635.698	2.53E+08	255180358.3	31.82 LDA
South Coast	2023	LDA	Aggregate	Aggregate	Diesel	62492.97958	2469816	297086.6	49.3916685	49391.6685			2469816		
South Coast	2023	LDA	Aggregate	Aggregate	Electricity	150700.3971	6237106	751566	0	0			6237106		
South Coast	2023	LDT1	Aggregate	Aggregate	Gasoline	758467.6481	27812996	3504563	1023.913006	1023913.006		1024279.466	27812996	27821405.09	27.16 LDT1
South Coast	2023	LDT1	Aggregate	Aggregate	Diesel	360.7799144	8408.618	1256.88	0.366459477	366.4594769			8408.618		
South Coast	2023	LDT1	Aggregate	Aggregate	Electricity	7122.93373	303507.5	35798.19	0	0			303507.5		
South Coast	2023	LDT2	Aggregate	Aggregate	Gasoline	2285150.139	85272416	10723315	3338.798312	3338798.312		3356536.438	85272416	85922778.34	25.60 LDT2
South Coast	2023	LDT2	Aggregate	Aggregate	Diesel	15594.68309	650362.8	76635.83	17.73812611	17738.12611			650362.8		
South Coast	2023	LDT2	Aggregate	Aggregate	Electricity	28809.63735	917592.8	145405.4	0	0			917592.8		
South Coast	2023	LHDT1	Aggregate	Aggregate	Gasoline	174910.3847	6216643	2605904	583.3851736	583385.1736		811563.1022	6216643	11211395.79	13.81 LHDT1
South Coast	2023	LHDT1	Aggregate	Aggregate	Diesel	125545.0822	4994753	1579199	228.1779285	228177.9285			4994753		
South Coast	2023	LHDT2	Aggregate	Aggregate	Gasoline	30102.75324	1034569	448486.2	111.5753864	111575.3864		209423.5025	1034569	2969599.008	14.18 LHDT2
South Coast	2023	LHDT2	Aggregate	Aggregate	Diesel	50003.13116	1935030	628976.5	97.84811618	97848.11618			1935030		
South Coast	2023	MCY	Aggregate	Aggregate	Gasoline	305044.5141	2104624	610089	57.849018	57849.018		57849.018	2104624	2104623.657	36.38 MCY
South Coast	2023	MDV	Aggregate	Aggregate	Gasoline	1589862.703	55684188	7354860	2693.883526	2693883.526		2744536.341	55684188	57109879.73	20.81 MDV
South Coast	2023	MDV	Aggregate	Aggregate	Diesel	36128.1019	1425691	176566.9	50.65281491	50652.81491			1425691		
South Coast	2023	MDV	Aggregate	Aggregate	Electricity	16376.67653	537591.7	83475.95	0	0			537591.7		
South Coast	2023	MH	Aggregate	Aggregate	Gasoline	34679.50542	330042.9	3469.338	63.26295123	63262.95123		74893.26955	330042.9	454344.9436	6.07 MH
South Coast	2023	MH	Aggregate	Aggregate	Diesel	13122.69387	124302	1312.269	11.63031832	11630.31832			124302		
South Coast	2023	MHDT	Aggregate	Aggregate	Gasoline	25624.3151	1363694	512691.3	265.2060557	265206.0557		989975.6425	1363694	9484317.768	9.58 MHDT
South Coast	2023	MHDT	Aggregate	Aggregate	Diesel	122124.488	8120623	1221858	724.7695868	724769.5868			8120623		
South Coast	2023	OBUS	Aggregate	Aggregate	Gasoline	5955.291639	245774	119153.5	48.07750689	48077.50689		86265.88761	245774	579743.8353	6.72 OBUS
South Coast	2023	OBUS	Aggregate	Aggregate	Diesel	4286.940093	333969.8	41558.29	38.18838072	38188.38072			333969.8		
South Coast	2023	SBUS	Aggregate	Aggregate	Gasoline	2783.643068	112189.6	11134.57	12.19474692	12194.74692		39638.85935	112189.6	323043.5203	8.15 SBUS
South Coast	2023	SBUS	Aggregate	Aggregate	Diesel	6671.825716	210853.9	76991.94	27.44411242	27444.11242			210853.9		
South Coast	2023	UBUS	Aggregate	Aggregate	Gasoline	957.7686184	89782.63	3831.074	17.62416327	17624.16327		17863.66378	89782.63	91199.2533	5.11 UBUS
South Coast	2023	UBUS	Aggregate	Aggregate	Diesel	13.00046095	1416.622	52.00184	0.239500509	239.5005093			1416.622		
South Coast	2023	UBUS	Aggregate	Aggregate	Electricity	16.11693886	1320.163	64.46776	0				1320.163		