APPENDIX A: FOCUSED AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT STUDY

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April 25, 2024

Michael Paul Associates
Edmond Mirzakhanian
2733 Sleepy Hollow Place
Glendale, CA 91206

Subject:
8431 Sunland Blvd – Focused Air Quality, Greenhouse Gas, and Energy Impact Study, City of Los Angeles, CA

Dear Mr. Mirzakhanian:

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the car wash project located at 8431 N Sunland Boulevard located in the City of Los Angeles, CA. 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 proposes to develop a 130-foot covered car wash tunnel and 22 vacuum stalls. The proposed project site plan is in Appendix B.

The project site is designated as neighborhood commercial and land uses directly surrounding the project includes neighborhood commercial to the north, south and east (across Sunland Boulevard), and residential to the west. Additionally, the project site is located within the Clean Up Green Up "CUGU" district.

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].

2.2 GHG Significance Thresholds

The project emissions were compared to the SCAQMD's 3,000 $MTCO_2e$ draft threshold for all land uses[3].

3.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2022.1.1.22) to calculate both the construction and operational emissions from the project site[4]. Project construction is modeled to commence no earlier than

[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
[3] https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2
[4] https://www.caleemod.com/

August 2024 and be completed by January 2025. Construction assumes demolition, grading, building construction, paving, and architectural coating. CalEEmod defaults were utilized. Assumptions and output calculations are provided in Appendix C.

4.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the East San Fernando Valley Source Receptor Area (SRA) 7[5]. The nearest air monitoring station to the project site is the North Hollywood – Delano 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 WRCC[8].

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: Regional Significance – Construction Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	0.51	4.69	5.79	0.01	0.69	0.25
Off-Site[3]	0.05	0.56	0.95	0.00	0.24	0.06
Total	**0.56**	**5.25**	**6.74**	**0.01**	**0.93**	**0.31**
Grading						
On-Site[2]	1.19	11.40	10.70	0.02	2.61	1.49
Off-Site[3]	0.13	5.55	2.69	0.03	1.31	0.39
Total	**1.32**	**16.95**	**13.39**	**0.05**	**3.92**	**1.88**
Building Construction						
On-Site[2]	0.56	5.60	6.98	0.01	0.26	0.23
Off-Site[3]	0.01	0.04	0.11	0.00	0.03	0.00
Total	**0.57**	**5.64**	**7.09**	**0.01**	**0.29**	**0.23**
Paving						
On-Site[2]	0.85	4.37	5.31	0.01	0.19	0.18
Off-Site[3]	0.07	0.27	10.03	0.00	0.28	0.06
Total	**0.92**	**4.64**	**15.34**	**0.01**	**0.47**	**0.24**
Architectural Coating						
On-Site[2]	9.67	0.88	1.14	0.00	0.03	0.03
Off-Site[3]	0.00	0.00	0.02	0.00	0.00	0.00
Total	**9.67**	**0.88**	**1.16**	**0.00**	**0.03**	**0.03**
Total of overlapping phases[4]	**10.59**	**5.52**	**16.50**	**0.01**	**0.50**	**0.27**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:

[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

[1] Source: CalEEMod Version 2022.1.1.22
[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 1.5 acres during grading (as shown in Table 2 below); however, as the project is less than one acre, the project emissions have been compared to the 1-acre per day localized significance threshold.

Table 2: Maximum Number of Acres Disturbed Per Day[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
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	4.69	5.79	0.69	0.25
Grading	11.40	10.70	2.61	1.49
Building Construction	5.60	6.98	0.26	0.23
Paving	4.37	5.31	0.19	0.18
Architectural Coating	0.88	1.14	0.03	0.03
Total for overlapping construction phases	10.85	13.43	0.48	0.44
SCAQMD Threshold[2]	**80**	**498**	**4**	**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 East San Fernando Valley Source Receptor Area (SRA 7).
[2] The nearest sensitive receptors are the single-family residential uses located 12 meters to the northwest of the project site; therefore, the 25-meter threshold was utilized.

5.3 Regional Operational Emissions

The operating emissions were based on year 2025, which is the anticipated opening year for the project. The CalEEMod default project trips and vehicle miles traveled (VMTs) were used.

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]	0.14	0.00	0.19	0.00	0.00	0.00
Energy Usage[3]	0.00	0.04	0.03	0.00	0.00	0.00
Mobile Sources[4]	1.39	1.34	14.20	0.03	3.10	0.80
Total Emissions	**1.53**	**1.38**	**14.42**	**0.03**	**3.10**	**0.80**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.22
[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

Table 5 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5 include all on-site Project-related stationary sources and 10% of the Project-related new mobile sources.[9] This percentage is an estimate of the amount of Project-related new vehicle traffic that will occur on-site.

Table 5: Localized Significance - Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Area Sources[2]	0.00	0.19	0.00	0.00
Energy Usage[3]	0.04	0.03	0.00	0.00
On-Site Vehicle Emissions[4]	0.13	1.42	0.31	0.08
Total Emissions	**0.17**	**1.64**	**0.31**	**0.08**
SCAQMD Threshold for 25 meters (82 feet)[5]	**80**	**498**	**1**	**1**
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 East San Fernando Valley Source Receptor Area (SRA 7).
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptors are the single-family residential uses located 12 meters to the northwest of the project site; therefore, the 25-meter threshold was utilized.

[9] The project site is approximately 0.05 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/138th of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

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5.5 GHG Emissions

Table 6 outlines the construction and operational GHG emissions for the project. The project's emissions are below (749.62 $MTCO_2e$) the SCAQMD's draft screening threshold of 3,000 $MTCO_2e$ for all land uses and; therefore, the impact is less than significant.

Table 6: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[2]	0.00	0.09	0.09	0.00	0.00	0.09
Energy Usage[3]	0.00	29.30	29.30	0.00	0.00	29.40
Mobile Sources[4]	0.00	556.00	556.00	0.03	0.02	564.00
Solid Waste[6]	1.46	0.00	1.46	0.15	0.00	5.12
Water[7]	0.13	0.88	1.01	0.01	0.00	1.44
Refrigerants	0.00	0.00	0.00	0.00	0.00	147.00
Construction[8]	0.00	2.55	2.55	0.00	0.00	2.57
Total Emissions	1.59	588.82	590.41	0.19	0.02	**749.62**
SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2022.1.1.22
[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 in the City of Los Angeles. The project site has a current land use classification of Neighborhood Commercial according to the Zone Information and Map Access System (ZIMAS). The proposed project is a car wash. 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 7. As shown in Table 7, the project is consistent with the applicable targets within the Green New Deal Sustainable City Plan.

Table 7: Project Consistency with the City of Los Angeles Green New Deal[1]

Targets	Consistency Analysis
Environment	
Renewable Energy	
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.
Local Water	

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. The project (carwash) recycles 60 to 70 percent of the wash water used in the carwash process thru the use of a system of clarifiers consistent with California State Law and the City of Los Angeles Green New Deal.
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. The project (carwash) recycles 60 to 70 percent of the wash water used in the carwash process thru the use of a system of clarifiers consistent with California State Law and the City of Los Angeles Green New Deal.
Clean and Healthy Buildings	
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.
Mobility and Public Transit	
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 in close proximity to existing transit and development. The project is a commercial use and is surrounded by residential and other commercial uses.
Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	Consistent. The proposed project is in close proximity to existing transit and development. The project is a commercial use and is surrounded by residential and other commercial uses. The project establishes a water saving friendly carwash use in an area where carwash uses are unrepresented thereby reducing VMT's for residents in the surrounding area.
Zero Emission Vehicles	
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	Not applicable. The project will not interfere with the City's goal to increase the use of electric and zero emission vehicles.
Waste and Resource Recovery	
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 polices 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 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 8. As shown in Table 8, the project is consistent with the applicable strategies within the Scoping Plan.

Table 8: Project Consistency with CARB Scoping Plan Policies and Measures[1]

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	Consistent. These are CARB enforced standards; vehicles that access the project that are required to

program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	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-	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the

duty electric vehicles by 2030.	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 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.	Consistent. The project will be compliant with the 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 2020-2045 RTP/SCS

At the regional level, the 2020-2045 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 9 demonstrates the project's consistency with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. As shown in Table 9, the project would be consistent with the GHG reduction related actions and strategies contained in the 2020-2045 RTP/SCS.

Table 9: Project Consistency with SCAG 2020-2045 RTP/SCS[1]

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 a commercial development on a currently vacant site; therefore, it will not displace existing housing.
Focus new growth around transit.	Local	Consistent. The proposed project is a

	Jurisdictions	commercial development that would be consistent with the 2020 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 a commercial development that would be consistent with the 2020 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 farmlands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is a commercial development in an existing commercial site that would help reduce demand for growth in urbanizing areas that threaten green fields 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 a commercial 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	Not applicable. The project will not interfere with the City's goal to promote zero emission vehicles.
Promote neighborhood electric vehicles.	SCAG, Local	Not applicable. The project will not interfere

	Jurisdictions	with the City's goal to promote neighborhood electric vehicles.
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; 2020–2045 RTP/SCS, May 2020.		

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 has 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 2022 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 short-term and long-term bicycle parking spaces and on-site electric automobile charging stations as well as EV capable spaces 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 2022.1.1.22 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 4,295 square feet of new building over the course of approximately 6 months. Based on

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

Table 10, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately $59.79. As shown in Table 10, the total electricity usage from Project construction related activities is estimated to be approximately 1,087 kWh.[11]

Table 10: 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	4.295	6	$59.79

Cost per kWh	Total Project Construction Electricity Usage (kWh)
$0.06	1,087

*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&_afrLoop=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 11 below, project construction activities would consume an estimated 6,810 gallons of diesel fuel.

Table 11: 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	Concrete/Industrial Saws	1	8	33	0.73	193	104
	10	Rubber Tired Dozers	1	1	367	0.4	147	79
	10	Tractors/Loaders/Backhoes	2	6	84	0.37	373	202
Grading	2	Graders	1	6	148	0.41	364	39
	2	Rubber Tired Dozers	1	6	367	0.4	881	95
	2	Tractors/Loaders/Backhoes	1	7	84	0.37	218	24
Building Construction	100	Cranes	1	4	367	0.29	426	2,301
	100	Forklifts	2	6	82	0.2	197	1,064
	100	Tractors/Loaders/Backhoes	2	8	84	0.37	497	2,688
Paving	5	Cement and Mortar Mixers	4	6	10	0.56	134	36
	5	Pavers	1	7	81	0.42	238	64
	5	Rollers	1	7	36	0.38	96	26

[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-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.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).

	5	Tractors/Loaders/Backhoes	1	7	84	0.37	218	59
Architectural Coating	5	Air Compressors	1	6	37	0.48	107	29
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								**6,810**

Notes:
[1]Using 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)

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 6,306 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 12 shows that an estimated 203.7 gallons of fuel would be consumed for construction worker trips.

Table 12: 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	10.00	18.5	1,850	30.95	59.8
Grading	2	7.50	18.5	278	30.95	9.0
Building Construction	100	1.37	18.5	2,535	30.95	81.9
Paving	5	17.50	18.5	1,619	30.95	52.3
Architectural Coating	5	0.27	18.5	25	30.95	0.8
Total Construction Worker Fuel Consumption						**203.7**

Notes:
[1]Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 13 and 14 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 4,629 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 13 and 14 show that an estimated 648 gallons of fuel would be consumed for vendor and hauling trips.

Table 13: 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	10.2	0	9.22	0
Grading	2	0	10.2	0	9.22	0

[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).

Building Construction	100	0.7	10.2	714	9.22	77
Paving	5	5	10.2	255	9.22	28
Architectural Coating	5	0	10.2	0	9.22	0
Total Vendor Fuel Consumption						**105**

Notes:
[1] Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Table 14: 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	5.8	20	1,160	6.74	172
Grading	2	62.5	20	2,500	6.74	371
Building Construction	100	0	20	0	6.74	0
Paving	5	0	20	0	6.74	0
Architectural Coating	5	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						**543**

Notes:
[1]Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 6-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 2022 CALGreen Standards.

Construction of the proposed commercial 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 defaults VMT estimates from CalEEMod, it is assumed that the average vehicle miles traveled was 11.43 miles for all vehicle categories. As the proposed project is a commercial project, it was assumed that vehicles would operate 365 days per year. Table 15 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.[14] Table 15 shows that an estimated 69,029 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 15: 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	193.5	11.43	2,211	29.62	74.65	27,248
Light Truck	Automobile	20.8	11.43	238	24.68	9.65	3,523
Light Truck	Automobile	68.4	11.43	781	24.39	32.03	11,692
Medium Truck	Automobile	64.8	11.43	741	19.88	37.27	13,604
Light Heavy Truck	2-Axle Truck	13.8	11.43	157	16.15	9.75	3,557
Light Heavy Truck 10,000 lbs +	2-Axle Truck	3.5	11.43	39	15.36	2.57	937
Medium Heavy Truck	3-Axle Truck	4.2	11.43	48	6.29	7.71	2,813
Heavy Heavy Truck	4-Axle Truck	10.9	11.43	125	8.07	15.49	5,654
Total		380.0	-	4,342	--	189.12	--
Total Annual Fuel Consumption							**69,029**

Notes:
[1]Based 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 commercial uses of similar scale and configuration. 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 16.

Table 16: Project Mitigated Annual Operational Energy Demand Summary[1]

Natural Gas Demand	kBTU/year
Car Wash	150,503
Total	150,503

Electricity Demand	kWh/year
Car Wash	43,290
Parking Lot	24,803

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

Total	68,093

Notes:
[1]Taken from the CalEEMod 2022.1.1.22 annual output.

As shown in Table 16, the estimated electricity demand for the proposed project is approximately 68,093 kWh per year. In 2022, the non-residential sector of the County of Los Angeles consumed approximately 45,229 million kWh of electricity.[15] In addition, the estimated natural gas consumption for the proposed project is approximately 150,503 kBTU per year. In 2022, the non-residential sector of the County of Los Angeles consumed approximately 1,698 million therms of gas.[16] Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2022 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 commercial project that is not proposing any additional features that would require a larger energy demand than other commercial projects of similar scale and configuration. The energy demands of the

[15] California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx
[16] California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

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 2022 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



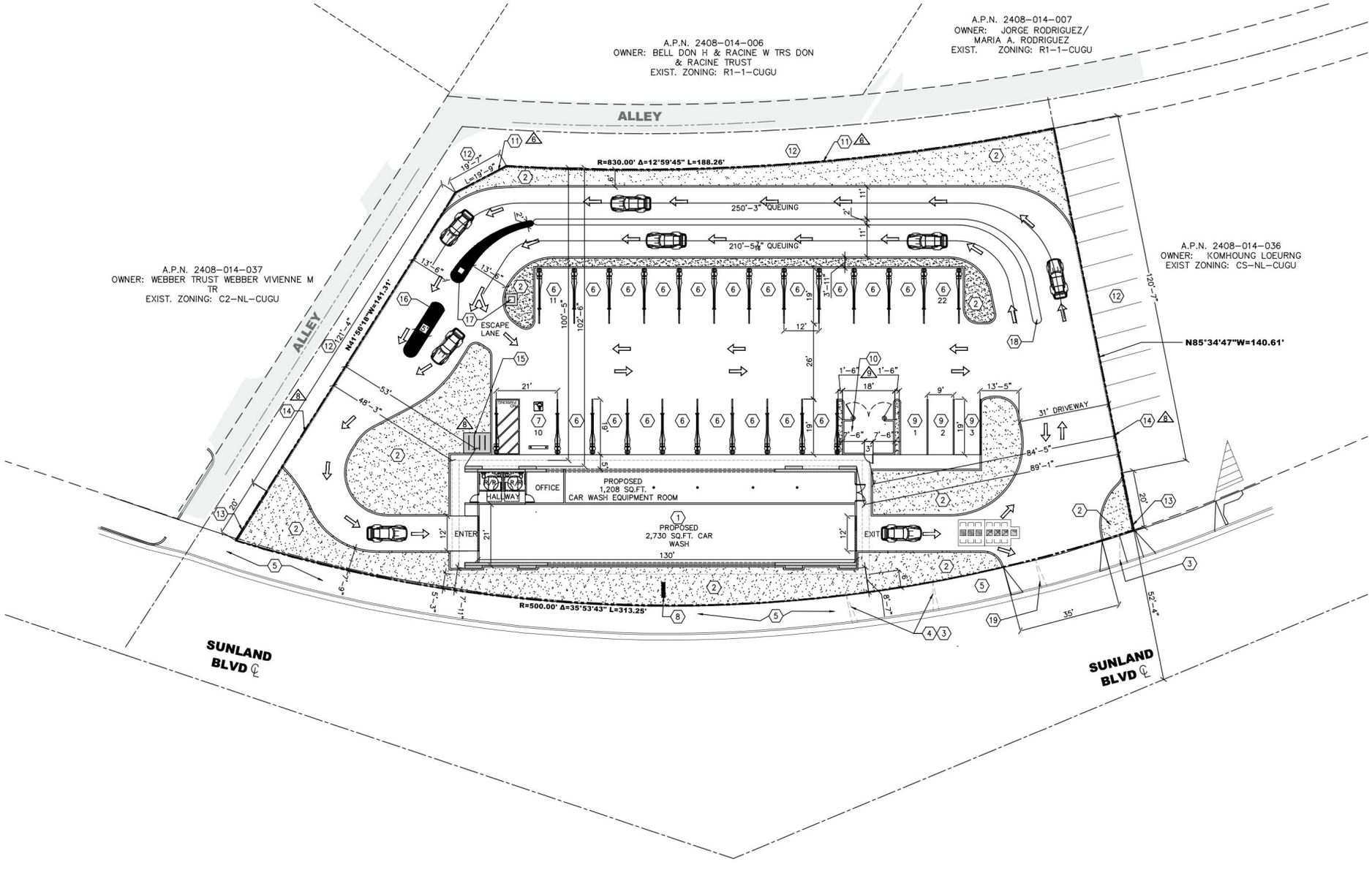
Tyler Klassen, EIT
Air Quality Specialist

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_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	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
SOx	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B
Site Plan


A.P.N. 2408-014-006
OWNER: BELL DON H & RACINE W TRS DON & RACINE TRUST
EXIST. ZONING: R1-1-CUGU
A.P.N. 2408-014-007
OWNER: JORGE RODRIGUEZ/ MARIA A. RODRIGUEZ
EXIST. ZONING: R1-1-CUGU
ALLEY
R=830.00' Δ=12°59'45" L=188.26'
L=19'-9"
250'-3" QUEUING
210'-5½" QUEUING
A.P.N. 2408-014-037
OWNER: WEBBER TRUST WEBBER VIVIENNE M TR
EXIST. ZONING: C2-NL-CUGU
ALLEY
N41°56'18"W=141.31'
ESCAPE LANE
A.P.N. 2408-014-036
OWNER: KOMHOUNG LOEURNG
EXIST ZONING: CS-NL-CUGU
N85°34'47"W=140.61'
31' DRIVEWAY
PROPOSED 1,208 SQ.FT. CAR WASH EQUIPMENT ROOM
OFFICE
HALLWAY
PROPOSED 2,730 SQ.FT. CAR WASH
ENTER
EXIT
130'
R=500.00' Δ=35°53'43" L=313.25'
SUNLAND BLVD ℄
SUNLAND BLVD ℄

Appendix C

CalEEMod Output & EMFAC2017 Data

Sunland Blvd Car Wash Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Sunland Blvd Car Wash
Construction Start Date	8/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	20.6
Location	8431 Sunland Blvd, Sun Valley, CA 91352, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3955
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Automobile Care Center	4.29	1000sqft	0.10	4,295	0.00	—	—	—
Parking Lot	0.65	Acre	0.65	0.00	1,000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.31	16.9	13.4	0.04	0.59	3.34	3.93	0.55	1.34	1.89	—	6,226	6,226	0.31	0.72	10.5	6,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.67	5.63	7.08	0.01	0.26	0.27	0.47	0.24	0.07	0.24	—	1,346	1,346	0.05	0.04	0.03	1,352
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	1.71	2.10	< 0.005	0.08	0.04	0.12	0.07	0.01	0.08	—	423	423	0.02	0.01	0.06	426
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.31	0.38	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	70.0	70.0	< 0.005	< 0.005	0.01	70.6

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.31	16.9	13.4	0.04	0.59	3.34	3.93	0.55	1.34	1.89	—	6,226	6,226	0.31	0.72	10.5	6,460
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.57	5.63	7.08	0.01	0.26	0.02	0.28	0.24	0.01	0.24	—	1,346	1,346	0.05	0.01	< 0.005	1,352
2025	9.67	5.17	7.03	0.01	0.22	0.27	0.47	0.20	0.07	0.24	—	1,345	1,345	0.05	0.04	0.03	1,351
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.17	1.71	2.10	< 0.005	0.08	0.04	0.12	0.07	0.01	0.08	—	423	423	0.02	0.01	0.06	426
2025	0.15	0.16	0.21	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	39.6	39.6	< 0.005	< 0.005	0.01	39.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.31	0.38	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	70.0	70.0	< 0.005	< 0.005	0.01	70.6
2025	0.03	0.03	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.55	6.55	< 0.005	< 0.005	< 0.005	6.60

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.53	1.27	14.4	0.03	0.03	3.08	3.10	0.02	0.78	0.81	9.62	3,648	3,658	1.13	0.13	903	4,629
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.48	1.38	12.9	0.03	0.02	3.08	3.10	0.02	0.78	0.81	9.62	3,501	3,510	1.14	0.14	891	4,471

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.49	1.40	13.4	0.03	0.03	3.04	3.06	0.02	0.77	0.80	9.62	3,541	3,550	1.13	0.14	896	4,516
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.26	2.45	0.01	< 0.005	0.55	0.56	< 0.005	0.14	0.15	1.59	586	588	0.19	0.02	148	748

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.39	1.22	14.2	0.03	0.02	3.08	3.10	0.02	0.78	0.80	—	3,465	3,465	0.15	0.13	12.8	3,520
Area	0.14	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.77	0.77	< 0.005	< 0.005	—	0.77
Energy	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	177	177	0.01	< 0.005	—	178
Water	—	—	—	—	—	—	—	—	—	—	0.77	5.34	6.12	0.08	< 0.005	—	8.69
Waste	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Total	1.53	1.27	14.4	0.03	0.03	3.08	3.10	0.02	0.78	0.81	9.62	3,648	3,658	1.13	0.13	903	4,629
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.37	1.34	12.9	0.03	0.02	3.08	3.10	0.02	0.78	0.80	—	3,318	3,318	0.16	0.14	0.33	3,363
Area	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	177	177	0.01	< 0.005	—	178
Water	—	—	—	—	—	—	—	—	—	—	0.77	5.34	6.12	0.08	< 0.005	—	8.69
Waste	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890

Total	1.48	1.38	12.9	0.03	0.02	3.08	3.10	0.02	0.78	0.81	9.62	3,501	3,510	1.14	0.14	891	4,471
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.36	1.36	13.2	0.03	0.02	3.04	3.06	0.02	0.77	0.79	—	3,358	3,358	0.16	0.14	5.54	3,408
Area	0.13	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.53	0.53	< 0.005	< 0.005	—	0.53
Energy	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	177	177	0.01	< 0.005	—	178
Water	—	—	—	—	—	—	—	—	—	—	0.77	5.34	6.12	0.08	< 0.005	—	8.69
Waste	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Total	1.49	1.40	13.4	0.03	0.03	3.04	3.06	0.02	0.77	0.80	9.62	3,541	3,550	1.13	0.14	896	4,516
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.25	0.25	2.42	0.01	< 0.005	0.55	0.56	< 0.005	0.14	0.14	—	556	556	0.03	0.02	0.92	564
Area	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.3	29.3	< 0.005	< 0.005	—	29.4
Water	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.44
Waste	—	—	—	—	—	—	—	—	—	—	1.46	0.00	1.46	0.15	0.00	—	5.12
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	147	147
Total	0.27	0.26	2.45	0.01	< 0.005	0.55	0.56	< 0.005	0.14	0.15	1.59	586	588	0.19	0.02	148	748

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	0.50	0.50	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.51	0.20	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	—	409	409	0.02	0.07	0.94	430

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	3.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.01	11.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.86	1.86	< 0.005	< 0.005	< 0.005	1.95

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.10	5.51	2.12	0.03	0.06	1.16	1.21	0.06	0.32	0.37	—	4,406	4,406	0.24	0.71	10.1	4,633
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	0.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.02	25.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.00	4.00	< 0.005	< 0.005	< 0.005	4.20

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.46	1.82	< 0.005	0.07	—	0.07	0.06	—	0.06	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.27	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.2	56.2	< 0.005	< 0.005	—	56.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.08	19.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.7	22.7	< 0.005	< 0.005	0.06	23.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.4	18.4	< 0.005	< 0.005	< 0.005	18.6
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.7	22.7	< 0.005	< 0.005	< 0.005	23.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.86	4.86	< 0.005	< 0.005	0.01	4.92
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.91	5.91	< 0.005	< 0.005	0.01	6.17
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.98	0.98	< 0.005	< 0.005	< 0.005	1.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.0	18.0	< 0.005	< 0.005	< 0.005	18.2
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.3	22.3	< 0.005	< 0.005	< 0.005	23.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.29
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.37
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	232
Vendor	< 0.005	0.19	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	159	159	0.01	0.02	0.01	166
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.17	2.17	< 0.005	< 0.005	< 0.005	2.27
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	0.53
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.38
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	9.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.60	3.60	< 0.005	< 0.005	< 0.005	3.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	81.9	81.9	0.01	< 0.005	—	82.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	46.9	46.9	< 0.005	< 0.005	—	47.1
Total	—	—	—	—	—	—	—	—	—	—	—	129	129	0.01	< 0.005	—	129
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	81.9	81.9	0.01	< 0.005	—	82.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	46.9	46.9	< 0.005	< 0.005	—	47.1
Total	—	—	—	—	—	—	—	—	—	—	—	129	129	0.01	< 0.005	—	129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	13.6	13.6	< 0.005	< 0.005	—	13.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77	< 0.005	< 0.005	—	7.80
Total	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3	< 0.005	< 0.005	—	21.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.2	48.2	< 0.005	< 0.005	—	48.4
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.2	48.2	< 0.005	< 0.005	—	48.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.2	48.2	< 0.005	< 0.005	—	48.4
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.2	48.2	< 0.005	< 0.005	—	48.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.99	7.99	< 0.005	< 0.005	—	8.01
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.99	7.99	< 0.005	< 0.005	—	8.01

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.77	0.77	< 0.005	< 0.005	—	0.77
Total	0.14	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.77	0.77	< 0.005	< 0.005	—	0.77
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09

Total	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.77	5.20	5.98	0.08	< 0.005	—	8.55
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.14	0.14	< 0.005	< 0.005	—	0.14
Total	—	—	—	—	—	—	—	—	—	—	0.77	5.34	6.12	0.08	< 0.005	—	8.69
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.77	5.20	5.98	0.08	< 0.005	—	8.55
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.14	0.14	< 0.005	< 0.005	—	0.14
Total	—	—	—	—	—	—	—	—	—	—	0.77	5.34	6.12	0.08	< 0.005	—	8.69
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.13	0.86	0.99	0.01	< 0.005	—	1.42

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.44

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	8.84	0.00	8.84	0.88	0.00	—	30.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.46	0.00	1.46	0.15	0.00	—	5.12
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1.46	0.00	1.46	0.15	0.00	—	5.12

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	890	890
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	147	147

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	147	147

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2024	8/15/2024	5.00	10.0	—
Grading	Grading	8/18/2024	8/20/2024	5.00	2.00	—
Building Construction	Building Construction	8/21/2024	1/8/2025	5.00	100	—
Paving	Paving	1/9/2025	1/16/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	1/17/2025	1/24/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.80	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	62.5	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.37	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.70	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	5.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.27	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	6,443	2,148	1,699

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	5,000	—
Grading	—	1,000	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.65

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Automobile Care Center	0.00	0%
Parking Lot	0.65	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	380	380	380	138,700	4,342	4,342	4,342	1,584,784

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	6,443	2,148	1,699

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Automobile Care Center	43,290	690	0.0489	0.0069	150,503
Parking Lot	24,803	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Automobile Care Center	404,078	0.00
Parking Lot	0.00	14,025

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	16.4	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.5	annual days of extreme heat

Extreme Precipitation	7.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	93.6
AQ-PM	60.6
AQ-DPM	73.4
Drinking Water	83.1
Lead Risk Housing	61.8
Pesticides	0.00

Toxic Releases	65.3
Traffic	97.3
Effect Indicators	—
CleanUp Sites	61.4
Groundwater	10.8
Haz Waste Facilities/Generators	68.4
Impaired Water Bodies	58.7
Solid Waste	36.5
Sensitive Population	—
Asthma	81.9
Cardio-vascular	67.1
Low Birth Weights	71.4
Socioeconomic Factor Indicators	—
Education	79.3
Housing	75.3
Linguistic	61.5
Poverty	59.2
Unemployment	45.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	27.08841268
Employed	49.83959964
Median HI	26.79327602
Education	—

Bachelor's or higher	33.29911459
High school enrollment	17.07943026
Preschool enrollment	38.18811754
Transportation	—
Auto Access	56.16578981
Active commuting	68.76684204
Social	—
2-parent households	34.81329398
Voting	19.82548441
Neighborhood	—
Alcohol availability	4.516874118
Park access	20.53124599
Retail density	48.60772488
Supermarket access	87.06531503
Tree canopy	50.32721673
Housing	—
Homeownership	33.61991531
Housing habitability	11.89529065
Low-inc homeowner severe housing cost burden	10.16296677
Low-inc renter severe housing cost burden	19.24804312
Uncrowded housing	14.69267291
Health Outcomes	—
Insured adults	18.96573848
Arthritis	65.9
Asthma ER Admissions	16.9
High Blood Pressure	81.9
Cancer (excluding skin)	77.2

Asthma	46.1
Coronary Heart Disease	51.0
Chronic Obstructive Pulmonary Disease	40.0
Diagnosed Diabetes	26.4
Life Expectancy at Birth	26.9
Cognitively Disabled	28.0
Physically Disabled	8.1
Heart Attack ER Admissions	43.9
Mental Health Not Good	26.2
Chronic Kidney Disease	55.3
Obesity	26.8
Pedestrian Injuries	19.6
Physical Health Not Good	24.5
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	26.7
No Leisure Time for Physical Activity	27.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	8.1
Elderly	73.1
English Speaking	17.4
Foreign-born	93.8
Outdoor Workers	27.2
Climate Change Adaptive Capacity	—

Impervious Surface Cover	30.8
Traffic Density	89.5
Traffic Access	61.6
Other Indices	—
Hardship	77.7
Other Decision Support	—
2016 Voting	7.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	91.0
Healthy Places Index Score for Project Location (b)	26.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	No site preparation required

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Ye	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	Trips	Fuel Consumption		Miles per G	Vehicle Class
Los Angeles	2025	LDA	Aggregate	Aggregate	Gasoline	3261717.882	128067964.6	15146578.41	4326.799	3790655438	**29.6188**	**LDA**
Los Angeles	2025	LDA	Aggregate	Aggregate	Diesel	8115.47098	234266.2649	33198.01165	5.775062	9503047.3		
Los Angeles	2025	LDT1	Aggregate	Aggregate	Gasoline	307303.6162	11174163.84	1354474.758	452.8124	275747606.7	**24.67694**	**LDT1**
Los Angeles	2025	LDT1	Aggregate	Aggregate	Diesel	107.1360043	2101.61697	300.6545051	0.091233	48412.05979		
Los Angeles	2025	LDT2	Aggregate	Aggregate	Gasoline	1598846.897	65845213.92	7529127.141	2702.16	1604491088	**24.39405**	**LDT2**
Los Angeles	2025	LDT2	Aggregate	Aggregate	Diesel	5200.085859	223595.1163	25066.83445	6.948577	7194966.115		
Los Angeles	2025	LHD1	Aggregate	Aggregate	Gasoline	123869.9548	4952849.986	1845477.76	357.8994	68540841.06	**16.15302**	**LHD1**
Los Angeles	2025	LHD1	Aggregate	Aggregate	Diesel	58715.67018	2596323.511	738569.2665	126.2314	53401081.46		
Los Angeles	2025	LHD2	Aggregate	Aggregate	Gasoline	18894.4929	706862.803	281499.7915	58.68448	8514261.439	**15.35846**	**LHD2**
Los Angeles	2025	LHD2	Aggregate	Aggregate	Diesel	26698.07852	1155746.821	335828.2415	66.47989	20092553.66		
Los Angeles	2025	MDV	Aggregate	Aggregate	Gasoline	952282.7935	36302116.46	4421639.448	1830.764	719832477.3	**19.8777**	**MDV**
Los Angeles	2025	MDV	Aggregate	Aggregate	Diesel	11031.50419	427142.2782	51916.93917	17.78164	10260614.39		
Los Angeles	2025	MH	Aggregate	Aggregate	Gasoline	14653.52741	147454.4598	1465.938882	30.47047	713570.0305	**6.291305**	**MH**
Los Angeles	2025	MH	Aggregate	Aggregate	Diesel	5521.467554	58425.64998	552.1467554	5.868398	581684.5313		
Los Angeles	2025	T6 CAIRP C	Aggregate	Aggregate	Diesel	27.53357987	1815.735695	632.7216653	0.195874	16831.7308	**8.065555**	**MHDT**
Los Angeles	2025	T6 CAIRP C	Aggregate	Aggregate	Diesel	36.45289301	2494.951194	837.6874813	0.269339	23111.36326		
Los Angeles	2025	T6 CAIRP C	Aggregate	Aggregate	Diesel	123.2463826	6475.672873	2832.201873	0.687813	60967.62013		
Los Angeles	2025	T6 CAIRP C	Aggregate	Aggregate	Diesel	203.2958341	41009.7143	4671.738267	4.058992	414338.5462		
Los Angeles	2025	T6 Instate I	Aggregate	Aggregate	Diesel	3872.091678	130018.9734	55254.74825	14.60104	1157789.65		
Los Angeles	2025	T6 Instate I	Aggregate	Aggregate	Diesel	3985.185312	135181.8219	56868.5944	15.28722	1195385.48		
Los Angeles	2025	T6 Instate I	Aggregate	Aggregate	Diesel	12226.44808	413384.4613	174471.4141	46.56384	3669944.749		
Los Angeles	2025	T6 Instate I	Aggregate	Aggregate	Diesel	3045.508209	166109.7043	43459.40214	18.28601	1508937.227		
Los Angeles	2025	T6 Instate (	Aggregate	Aggregate	Diesel	4793.940538	197687.3174	55417.95262	22.26247	1755432.969		
Los Angeles	2025	T6 Instate (	Aggregate	Aggregate	Diesel	10759.47261	462373.2293	124379.5034	52.27689	4089550.897		
Los Angeles	2025	T6 Instate (	Aggregate	Aggregate	Diesel	9653.057608	409528.5734	111589.346	46.1739	3632217.91		
Los Angeles	2025	T6 Instate (	Aggregate	Aggregate	Diesel	4446.421971	205369.3061	51400.63798	22.76531	1852667.318		
Los Angeles	2025	T6 Instate]	Aggregate	Aggregate	Diesel	132.4208208	6895.757531	1530.784689	0.77185	61607.13026		
Los Angeles	2025	T6 Instate]	Aggregate	Aggregate	Diesel	1694.125105	99835.11228	19584.08621	10.46748	952192.253		
Los Angeles	2025	T6 OOS Cla	Aggregate	Aggregate	Diesel	16.02387548	1049.187194	368.2286586	0.111914	9836.074479		
Los Angeles	2025	T6 OOS Cla	Aggregate	Aggregate	Diesel	21.10946745	1439.296162	485.095562	0.153794	13469.80571		
Los Angeles	2025	T6 OOS Cla	Aggregate	Aggregate	Diesel	71.90004314	3760.922049	1652.262991	0.39351	35944.53732		
Los Angeles	2025	T6 OOS Cla	Aggregate	Aggregate	Diesel	108.8815127	27346.57996	2502.097163	2.683838	278644.0623		
Los Angeles	2025	T6 Public C	Aggregate	Aggregate	Diesel	700.1662255	24611.87935	3591.852737	2.869442	211101.878		
Los Angeles	2025	T6 Public C	Aggregate	Aggregate	Diesel	474.694424	16716.032	2435.182395	1.976621	141365.3195		
Los Angeles	2025	T6 Public C	Aggregate	Aggregate	Diesel	587.8295805	20341.63541	3015.565748	2.404823	172063.4703		
Los Angeles	2025	T6 Public C	Aggregate	Aggregate	Diesel	2553.558169	113044.2343	13099.75341	13.06131	978385.4397		
Los Angeles	2025	T6 Utility C	Aggregate	Aggregate	Diesel	635.1033531	25657.41958	8129.32292	2.755881	238872.1392		
Los Angeles	2025	T6 Utility C	Aggregate	Aggregate	Diesel	119.9880235	4827.383535	1535.846701	0.51642	45125.3585		
Los Angeles	2025	T6 Utility C	Aggregate	Aggregate	Diesel	136.0179481	6693.236514	1741.029736	0.711744	62943.16386		
Los Angeles	2025	T6TS	Aggregate	Aggregate	Gasoline	14350.96956	779405.2776	287134.199	149.5356	4062395.563		
Los Angeles	2025	T7 CAIRP C	Aggregate	Aggregate	Diesel	6686.938918	1358593.608	153665.8563	216.0802	8542089.579	**6.19021**	**HHDT**
Los Angeles	2025	T7 NNOOS	Aggregate	Aggregate	Diesel	6009.777144	1631472.712	138104.6788	251.952	10564327.85		
Los Angeles	2025	T7 NOOS C	Aggregate	Aggregate	Diesel	2547.17383	592389.4179	58534.0546	93.77863	3742059.751		
Los Angeles	2025	T7 POAK Cl	Aggregate	Aggregate	Diesel	1.466332697	113.0893275	23.98920292	0.020325	629.2489337		
Los Angeles	2025	T7 POLA Cl	Aggregate	Aggregate	Diesel	9435.721642	1173650.409	154368.4061	196.4826	7010571.814		
Los Angeles	2025	T7 Public C	Aggregate	Aggregate	Diesel	3542.619041	141935.965	18173.63568	24.6881	816013.2915		
Los Angeles	2025	T7 Single C	Aggregate	Aggregate	Diesel	713.4040625	48585.26469	6720.266269	7.924324	297883.81		
Los Angeles	2025	T7 Single D	Aggregate	Aggregate	Diesel	2006.617148	113315.3027	18902.33354	18.87022	680456.1634		
Los Angeles	2025	T7 Single O	Aggregate	Aggregate	Diesel	6351.876373	341597.782	59834.67543	56.32565	2071685.718		
Los Angeles	2025	T7 SWCV C	Aggregate	Aggregate	Diesel	1034.686575	67162.04046	4759.558247	25.69097	175576.8495		
Los Angeles	2025	T7 Tractor	Aggregate	Aggregate	Diesel	15142.78537	1117497.572	220024.6715	180.3711	6923508.68		
Los Angeles	2025	T7 Utility C	Aggregate	Aggregate	Diesel	468.5499915	20588.88843	5997.439891	3.322787	127574.3143		
Los Angeles	2025	T7IS	Aggregate	Aggregate	Gasoline	38.00970234	2730.114768	760.4981244	0.659262	11305.87154		
Los Angeles	2025	UBUS	Aggregate	Aggregate	Gasoline	434.3887861	30651.97854	1737.555145	6.643776	141417.1397		
Los Angeles	2025	UBUS	Aggregate	Aggregate	Diesel	6.356431667	939.4744674	25.42572667	0.161467	5466.198934		