

**APPENDIX C**

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**Air Quality and Greenhouse Gas Emissions Impact Analysis**

**AIR QUALITY and GHG IMPACT ANALYSES**  
**STAR MAZDA EXPANSION PROJECT**  
**CITY OF GLENDALE, CALIFORNIA**

Prepared by:

Giroux & Associates

Prepared for:

Phil Martin & Associates  
Attn: Phil Martin  
2987 NW Fairway Heights Drive  
Bend, OR 97703

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## **PROJECT DESCRIPTION**

Star Mazda is located on a 1.26-acre site at 1401 South Brand Boulevard in Glendale. The existing structures comprise 30,230 sf. The Project consists of replacing the existing 30,230-square foot building with a new 32,570 square foot building, for a net increase of 2,340 square feet of building space. There will also be 100 added parking spaces.

## **ATMOSPHERIC SETTING**

The climate of the Glendale area, as with all Southern California, is governed largely by the strength and location of the semi-permanent high-pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidities. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

Glendale is situated in an area where the pollutants generated in coastal portions of the Los Angeles basin undergo photochemical reactions and then move inland across the project site during the daily sea breeze cycle. The resulting smog at times gives the western San Gabriel Valley some of the worst air quality in all of California. The worst air quality, however, has gradually been moving eastward. The area of heaviest ozone air pollution has gradually moved eastward from Glendale in the 1960's to Glendora and even Upland/Ontario in the 1990's. Elevated smog levels nevertheless persist in the area during the warmer months of the year. Despite dramatic improvement in air quality in the local area throughout the last several decades, the project site is expected to continue to experience some unhealthful air quality until beyond 2021.

Temperatures in the project vicinity average 62 degrees Fahrenheit annually with summer afternoons in the low 90's and winter mornings in the low 40's. Temperatures much above 100 or below 30 degrees occur infrequently only under unusual weather conditions and even then these limits are not far exceeded.

In contrast to the slow annual variation of temperature, precipitation is highly variable seasonally. Rainfall in the eastern portions of Los Angeles County averages 17 inches annually and falls almost exclusively from late October to early April. Summers are very dry with frequent periods of 4-5 months of no rain at all. Because much of the rainfall comes from the fringes of mid-latitude storms, a shift in the storm track of a few hundred miles can mean the difference between a very wet year and a year with drought conditions.

# AIR QUALITY SETTING

## AMBIENT AIR QUALITY STANDARDS (AAQS)

In order to gauge the significance of the air quality impacts of the proposed Project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. In 2003, the Environmental Protection Agency (EPA) adopted a rule, which extended and established a new attainment deadline for ozone for the year 2021. Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 1. Sources and health effects of various pollutants are shown in Table 2.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). New national AAQS were adopted in 1997 for these pollutants.

Planning and enforcement of the federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their required attainment schedules. Such attainment-planning schedule inconsistencies centered mainly on the 8-hour ozone standard. EPA subsequently agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard.

**Table 1**

<b>Ambient Air Quality Standards</b>						
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> ) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM10) <sup>9</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
Fine Particulate Matter (PM2.5) <sup>9</sup>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—	—	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>	—	
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	<b>No National Standards</b>		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

## Table 1 (continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primary and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primary and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour  $\text{SO}_2$  standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971  $\text{SO}_2$  national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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**Table 2**  
**Health Effects of Major Criteria Pollutants**

<b>Pollutants</b>	<b>Sources</b>	<b>Primary Effects</b>
Carbon Monoxide (CO)	<ul style="list-style-type: none"> <li>• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust.</li> <li>• Natural events, such as decomposition of organic matter.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced tolerance for exercise.</li> <li>• Impairment of mental function.</li> <li>• Impairment of fetal development.</li> <li>• Death at high levels of exposure.</li> <li>• Aggravation of some heart diseases (angina).</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Motor vehicle exhaust.</li> <li>• High temperature stationary combustion.</li> <li>• Atmospheric reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory illness.</li> <li>• Reduced visibility.</li> <li>• Reduced plant growth.</li> <li>• Formation of acid rain.</li> </ul>
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"> <li>• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory and cardiovascular diseases.</li> <li>• Irritation of eyes.</li> <li>• Impairment of cardiopulmonary function.</li> <li>• Plant leaf injury.</li> </ul>
Lead (Pb)	<ul style="list-style-type: none"> <li>• Contaminated soil.</li> </ul>	<ul style="list-style-type: none"> <li>• Impairment of blood function and nerve construction.</li> <li>• Behavioral and hearing problems in children.</li> </ul>
Respirable Particulate Matter (PM-10)	<ul style="list-style-type: none"> <li>• Stationary combustion of solid fuels.</li> <li>• Construction activities.</li> <li>• Industrial processes.</li> <li>• Atmospheric chemical reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lung function.</li> <li>• Aggravation of the effects of gaseous pollutants.</li> <li>• Aggravation of respiratory and cardio respiratory diseases.</li> <li>• Increased cough and chest discomfort.</li> <li>• Soiling.</li> <li>• Reduced visibility.</li> </ul>
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> <li>• Fuel combustion in motor vehicles, equipment, and industrial sources.</li> <li>• Residential and agricultural burning.</li> <li>• Industrial processes.</li> <li>• Also, formed from photochemical reactions of other pollutants, including NO<sub>x</sub>, sulfur oxides, and organics.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases respiratory disease.</li> <li>• Lung damage.</li> <li>• Cancer and premature death.</li> <li>• Reduces visibility and results in surface soiling.</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Combustion of sulfur-containing fossil fuels.</li> <li>• Smelting of sulfur-bearing metal ores.</li> <li>• Industrial processes.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory diseases (asthma, emphysema).</li> <li>• Reduced lung function.</li> <li>• Irritation of eyes.</li> <li>• Reduced visibility.</li> <li>• Plant injury.</li> <li>• Deterioration of metals, textiles, leather, finishes, coatings, etc.</li> </ul>

Source: California Air Resources Board, 2002.

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board (ARB) to recommend adoption of the statewide PM-2.5 standard that is more stringent than the federal standard. This standard was adopted in 2002. The State PM-2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Similarly, the ARB extensively evaluated health effects of ozone exposure. A new state standard for an 8-hour ozone exposure was adopted in 2005, which aligned with the exposure period for the federal 8-hour standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.075 ppm. The state standard, however, does not have a specific attainment deadline. California air quality jurisdictions are required to make steady progress towards attaining state standards, but there are no hard deadlines or any consequences of non-attainment. During the same re-evaluation process, the ARB adopted an annual state standard for nitrogen dioxide (NO<sub>2</sub>) that is more stringent than the corresponding federal standard, and strengthened the state one-hour NO<sub>2</sub> standard.

As part of EPA's 2002 consent decree on clean air standards, a further review of airborne particulate matter (PM) and human health was initiated. A substantial modification of federal clean air standards for PM was promulgated in 2006. Standards for PM-2.5 were strengthened, a new class of PM in the 2.5 to 10 micron size was created, some PM-10 standards were revoked, and a distinction between rural and urban air quality was adopted. In December, 2012, the federal annual standard for PM-2.5 was reduced from 15 µg/m<sup>3</sup> to 12 µg/m<sup>3</sup> which matches the California AAQS. The severity of the basin's non-attainment status for PM-2.5 may be increased by this action and thus require accelerated planning for future PM-2.5 attainment.

In response to continuing evidence that ozone exposure at levels just meeting federal clean air standards is demonstrably unhealthful, EPA had proposed a further strengthening of the 8-hour standard. A new 8-hour ozone standard was adopted in 2015 after extensive analysis and public input. The adopted national 8-hour ozone standard is 0.07 ppm which matches the current California standard. It will require three years of ambient data collection, then 2 years of non-attainment findings and planning protocol adoption, then several years of plan development and approval. Final air quality plans for the new standard are likely to be adopted around 2022. Ultimate attainment of the new standard in ozone problem areas such as Southern California might be after 2025.

In 2010 a new federal one-hour primary standard for nitrogen dioxide (NO<sub>2</sub>) was adopted. This standard is more stringent than the existing state standard. Based upon air quality monitoring data in the South Coast Air Basin, the California Air Resources Board has requested the EPA to designate the basin as being in attainment for this standard. The federal standard for sulfur dioxide (SO<sub>2</sub>) was also recently revised. However, with minimal combustion of coal and mandatory use of low sulfur fuels in California, SO<sub>2</sub> is typically not a problem pollutant.

## BASELINE AIR QUALITY

Long-term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations. There are no nearby stations that monitor the full spectrum of pollutants. Ozone, carbon monoxide, PM-2.5 and nitrogen oxides are monitored at the Pasadena facility, while 10-micron diameter particulate matter (PM-10) is measured at the downtown Los Angeles station. Table 3 summarizes the last four years of monitoring data from a composite of these data resources. The following conclusions can be drawn from this data:

- a. Photochemical smog (ozone) levels occasionally exceed standards. The 1-hour state ozone standard has been exceeded on approximately five percent of all days in the last four years. The 8-hour federal standard has been exceeded on six percent of all days and the 8-hour state standard has been exceeded on slightly less than nine percent of all days during the same four year period. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the Project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade
- b. Measurements of carbon monoxide have shown very low baseline levels in comparison to the most stringent one- and eight-hour standards.
- c. Respirable dust (PM-10) levels exceed the state standard on approximately 15 percent of measurement days in the last four years, but the less stringent federal PM-10 standard has not been violated once for the same period. Year to year fluctuations of overall maximum 24-hour PM-10 levels seem to follow no discernable trend.
- d. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). There have been no violations of the maximum 24-hour concentration of all measurement days in the last four years. PM-2.5 can be an occasional air quality concern in the Project area.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

**Table 3**  
**Air Quality Monitoring Summary (2017-2020)**  
**(Number of Days Standards Were Exceeded, and**  
**Maximum Levels During Such Violations)**

<b>Pollutant/Standard</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
1-Hour > 0.09 ppm (S)	18	8	4	41
8-Hour > 0.07 ppm (S)	36	19	12	60
8- Hour > 0.075 ppm (F)	25	8	8	44
Max. 1-Hour Conc. (ppm)	0.139	0.112	0.120	0.163

<b>Pollutant/Standard</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Max. 8-Hour Conc. (ppm)	0.100	0.090	0.098	0.115
<b>Carbon Monoxide</b>				
1-Hour > 20. ppm (S)	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0
Max 8-Hour Conc. (ppm)	1.7	1.4	1.2	2.2
<b>Nitrogen Dioxide</b>				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.072	0.068	0.059	0.061
<b>Respirable Particulates (PM-10)</b>				
24-Hour > 50 µg/m <sup>3</sup> (S)	41/340	31/363	3/9	24/337
24-Hour > 150 µg/m <sup>3</sup> (F)	0/340	0/363	0/9	0/337
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	96.	91.	62.	77.
<b>Fine Particulates (PM-2.5)</b>				
24-Hour > 35 µg/m <sup>3</sup> (F)	0/121	0/121	0/118	0/117
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	22.8	32.5	30.9	34.9

S=State Standard

F=Federal Standard

Source: South Coast AQMD – Pasadena Air Monitoring Station for Ozone, CO, NO<sub>x</sub> and PM-2.5

Los Angeles Monitoring Station for PM-10

data: [www.arb.ca.gov/adam/](http://www.arb.ca.gov/adam/)

## AIR QUALITY PLANNING

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NO<sub>x</sub>) and for carbon monoxide (CO) and for particulate matter are shown in Table 4. Substantial reductions in emissions of ROG, NO<sub>x</sub> and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because Projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

**Table 4**  
**South Coast Air Basin Emissions Forecasts (Emissions in tons/day)**

<b>Pollutant</b>	<b>2015<sup>a</sup></b>	<b>2025<sup>b</sup></b>	<b>2030<sup>b</sup></b>
<b>NOx</b>	357	266	257
<b>VOC</b>	400	393	391
<b>PM-10</b>	161	170	172
<b>PM-2.5</b>	67	70	71

<sup>a</sup>2015 Base Year.

<sup>b</sup>With current emissions reduction programs and adopted growth forecasts.

Source: California Air Resources Board, 2013 Almanac of Air Quality

In other air quality attainment plan reviews, EPA had disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA stated that the current attainment plan relied on PM-2.5 control regulations that had not yet been approved or implemented. It was expected that a number of rules that were pending approval would remove the identified deficiencies. If these issues were not resolved within the next several years, federal funding sanctions for transportation Projects could result. The 2012 AQMP included in the current California State Implementation Plan (SIP) was expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the current SIP for the basin contain a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP was required for completion in 2016. The 2016 AQMP was adopted by the SCAQMD Board in March, 2017, and has been submitted the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.) . The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 µg/m <sup>3</sup> )	2025
8-hour ozone (75 ppb)	2024 (old standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 µg/m <sup>3</sup> )	2019

The key challenge is that NO<sub>x</sub> emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NO<sub>x</sub> control measures are adopted and implemented, ozone attainment goals may not be met.

The proposed Project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing commercial use Projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth Projections. Air quality impact significance for the proposed Project has therefore been analyzed on a Project-specific basis.

## **AIR QUALITY IMPACT**

### **STANDARDS OF SIGNIFICANCE**

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A Project would have a potentially significant impact if it:

- a) Conflicts with or obstructs implementation of the applicable air quality plan.
- b) Results in a cumulatively considerable net increase of any criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.
- c) Exposes sensitive receptors to substantial pollutant concentrations.
- d) Creates objectionable odors affecting a substantial number of people.

### **Primary Pollutants**

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB)

for PM-10, an aggressive dust control program is required to control fugitive dust during Project construction.

### **Secondary Pollutants**

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

**Table 5  
Daily Emissions Thresholds**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
ROG	75	55
NO <sub>x</sub>	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO <sub>x</sub>	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

### **CONSTRUCTION ACTIVITY IMPACTS**

CaleEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use Projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The Project proposes demolition of 9,500 sf and new construction of 11,840 sf. The net increase over the existing building size is 2,340 sf. There will also be 100 added parking spaces. Construction was modeled in CaleEMod2020.4.0 using the construction equipment and schedule for a Project of this size as shown in Table 6.

**Table 6  
Construction Activity Equipment Fleet**

<b>Phase Name and Duration</b>	<b>Equipment</b>
Demolition (20 days)	1 Concrete Saw
	1 Dozer
	3 Loader/Backhoes
Grading (4 days)	1 Grader
	1 Dozer
	2 Loader/Backhoes
Construction (200 days)	1 Crane
	1 Generator Set
	1 Loader/Backhoe
	3 Welders
	1 Forklift
Paving (10 days)	1 Paver
	1 Mixer
	1 Paving Equipment
	1 Loader/Backhoe
	1 Roller

Utilizing the indicated equipment fleet and durations shown in Table 6 the following worst-case daily construction emissions are calculated by CalEEMod and are listed in Table 7.

**Table 7  
Construction Activity Emissions  
Maximum Daily Emissions (pounds/day)**

<b>Maximal Construction Emissions</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM-10</b>	<b>PM-2.5</b>
<b>2022</b>	12.3	17.0	14.6	0.0	7.9	4.1
<b>2323</b>	12.3	1.3	2.0	0.0	0.1	0.1
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

## LOCALIZED SIGNIFICANCE THRESHOLDS

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board’s Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD’s Mobile Source Committee in February 2005.

Use of an LST analysis for a Project is optional. For the proposed Project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. For this Project, the nearest potentially significant use is at least 300 feet from construction such that a 100-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2- and 5-acre sites for varying distances. For this Project, the most stringent thresholds for a 1-acre site were applied.

The following thresholds and emissions in Table 8 are therefore determined (pounds per day):

**Table 8  
LST and Project Emissions (pounds/day)**

<b>1.0 acre/100 meters East San Fernando Valley</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM-10</b>	<b>PM-2.5</b>
<b>LST Threshold</b>	1,158	94	26	8
<b>Max On-Site Emissions</b>				
<b>2022</b>	14	17	8	4
<b>2023</b>	2	1	<1	<1

CalEEMod Output in Appendix

\*Emissions for LST are limited to those generated on site and do not include regional emissions for on-road truck haul of demolition

LSTs were compared to the maximum daily construction activities. As seen in Table 8, LST impacts are less-than-significant.

## OPERATIONAL IMPACTS

The Project will add an additional 2,340 sf and will generate an increase of 65 trips per day using trip generation numbers provided in the Project VMT analysis. Operational emissions were calculated using CalEEMod2020.4.0 for an assumed completion year of 2023. The operational impacts are shown in Table 9. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

**Table 9  
Proposed Uses Daily Operational Impacts (2023)**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
Area	0.1	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.1	0.1	1.0	0.0	0.2	0.1
<b>Total</b>	<b>0.2</b>	<b>0.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix

## CONSTRUCTION EMISSIONS MINIMIZATION

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Recommended measures include:

### Fugitive Dust Control

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the

use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

### **Exhaust Emissions Control**

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better rated heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

## **GREENHOUSE GAS EMISSIONS**

“Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.

- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

## **THRESHOLDS OF SIGNIFICANCE**

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A Project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of Project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial Projects where the SCAQMD is the lead agency (e.g., stationary source permit Projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO<sub>2</sub>e for all land use Projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, Project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the Project level.

## PROJECT RELATED GHG EMISSIONS GENERATION

### Construction Activity GHG Emissions

CalEEMod assumes the Project to require less than two years for construction. During Project construction, the CalEEMod2020.4.0 computer model predicts that the construction activities will generate the annual CO<sub>2</sub>e emissions identified in Table 10.

**Table 10**  
**Construction Emissions (Metric Tons CO<sub>2</sub>e)**

	<b>CO<sub>2</sub>e</b>
Year 2022	252.0
Year 2023	1.0
<b>Total</b>	<b>253.0</b>
<b>Amortized</b>	<b>8.4</b>

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less-than-significant.

### Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO<sub>2</sub>e emissions are summarized in the CalEEMod2020.4.0 output files found in the appendix of this report.

The total operational and annualized construction emissions for the proposed Project are identified in Table 11. The Project GHG emissions are considered less-than-significant.

**Table 11  
Operational Emissions (Metric Tons CO<sub>2</sub>e)**

<b>Consumption Source</b>	
Area Sources	0.0
Energy Utilization	13.2
Mobile Source	30.7
Solid Waste Generation	4.5
Water Consumption	2.2
Construction	8.4
<b>Total</b>	<b>59.0</b>
Guideline Threshold	3,000

### **CONSISTENCY WITH GHG PLANS, PROGRAMS AND POLICIES**

In March 2012, the City of Glendale completed its Greener Glendale Plan. The primary component of the plan which relates to the Project is:

- ED 4 - B Promote green buildings (LEED, Green Point Rated, etc.) in the city

The Project replaces much older, much less energy efficient structures with a newer construction conforming with green building requirements. Even though the size of the new structure is slightly larger associated GHG emissions are very low.

Glendale Water and Power provides the Green Building Program, which supports green building training opportunities for GWP customers, area contractors, and city employees. It also provides incentives for various green building efforts such as green building certification, rating, and technical assistance.

There is no easy way to model GHG emissions for the year the existing showroom was built to provide a comparison to the new showroom to be built in 2022. However, it can be assumed that even with the increased square footage the GHG footprint would be lower. In addition, the Project GHG emissions are much less than the thresholds. Therefore, the Project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

## **CALEEMOD2020.4.0 COMPUTER MODEL OUTPUT**

### **OPERATIONAL**

- **DAILY EMISISONS**
- **ANNUAL EMISSIONS**

### **CONSTRUCTION**

- **DAILY EMISISONS**
- **ANNUAL EMISSIONS**

Star Mazda Operational - South Coast Air Basin, Summer

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

**Star Mazda Operational  
South Coast Air Basin, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.34	1000sqft	0.05	2,340.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2023
<b>Utility Company</b>	Glendale Water and Power				
<b>CO2 Intensity (lb/MW hr)</b>	948.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase - Operational emissions only
- Off-road Equipment - no construction
- Vehicle Trips - per traffic study 65 new trips

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblConstructionPhase	PhaseEndDate	7/5/2022	6/29/2022
tblOffRoadEquipment	UsageHours	6.00	1.00
tblVehicleTrips	ST_TR	23.72	27.78
tblVehicleTrips	SU_TR	11.88	27.78

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tblVehicleTrips	WD_TR	23.72	27.78
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**2.0 Emissions Summary**

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

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	21.7259	0.2348	0.3023	5.0000e-004	0.0000	0.0136	0.0136	0.0000	0.0136	0.0136	0.0000	46.9080	46.9080	3.0500e-003	0.0000	46.9844
<b>Maximum</b>	<b>21.7259</b>	<b>0.2348</b>	<b>0.3023</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>0.0136</b>	<b>0.0136</b>	<b>0.0000</b>	<b>0.0136</b>	<b>0.0136</b>	<b>0.0000</b>	<b>46.9080</b>	<b>46.9080</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>46.9844</b>

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	21.7259	0.2348	0.3023	5.0000e-004	0.0000	0.0136	0.0136	0.0000	0.0136	0.0136	0.0000	46.9080	46.9080	3.0500e-003	0.0000	46.9844
<b>Maximum</b>	<b>21.7259</b>	<b>0.2348</b>	<b>0.3023</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>0.0136</b>	<b>0.0136</b>	<b>0.0000</b>	<b>0.0136</b>	<b>0.0136</b>	<b>0.0000</b>	<b>46.9080</b>	<b>46.9080</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>46.9844</b>



Star Mazda Operational - South Coast Air Basin, Summer

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0523	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004
Energy	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265
Mobile	0.1367	0.1093	0.9780	1.8500e-003	0.1835	1.4200e-003	0.1849	0.0489	1.3200e-003	0.0502		188.4871	188.4871	0.0156	9.7400e-003	191.7804
<b>Total</b>	<b>0.1903</b>	<b>0.1206</b>	<b>0.9877</b>	<b>1.9200e-003</b>	<b>0.1835</b>	<b>2.2800e-003</b>	<b>0.1857</b>	<b>0.0489</b>	<b>2.1800e-003</b>	<b>0.0511</b>		<b>202.0336</b>	<b>202.0336</b>	<b>0.0159</b>	<b>9.9900e-003</b>	<b>205.4074</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0523	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004
Energy	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265
Mobile	0.1367	0.1093	0.9780	1.8500e-003	0.1835	1.4200e-003	0.1849	0.0489	1.3200e-003	0.0502		188.4871	188.4871	0.0156	9.7400e-003	191.7804
<b>Total</b>	<b>0.1903</b>	<b>0.1206</b>	<b>0.9877</b>	<b>1.9200e-003</b>	<b>0.1835</b>	<b>2.2800e-003</b>	<b>0.1857</b>	<b>0.0489</b>	<b>2.1800e-003</b>	<b>0.0511</b>		<b>202.0336</b>	<b>202.0336</b>	<b>0.0159</b>	<b>9.9900e-003</b>	<b>205.4074</b>

Star Mazda Operational - South Coast Air Basin, Summer

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

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/29/2022	6/29/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,510; Non-Residential Outdoor: 1,170; Striped Parking Area: 0 (Architectural Coating – sqft)

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	1.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Star Mazda Operational - South Coast Air Basin, Summer

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

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.6918					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0341	0.2348	0.3023	5.0000e-004		0.0136	0.0136		0.0136	0.0136		46.9080	46.9080	3.0500e-003		46.9844
<b>Total</b>	<b>21.7259</b>	<b>0.2348</b>	<b>0.3023</b>	<b>5.0000e-004</b>		<b>0.0136</b>	<b>0.0136</b>		<b>0.0136</b>	<b>0.0136</b>		<b>46.9080</b>	<b>46.9080</b>	<b>3.0500e-003</b>		<b>46.9844</b>

Unmitigated Construction Off-Site

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

Star Mazda Operational - South Coast Air Basin, Summer

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

**3.2 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.6918					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0341	0.2348	0.3023	5.0000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	46.9080	46.9080	3.0500e-003		46.9844
<b>Total</b>	<b>21.7259</b>	<b>0.2348</b>	<b>0.3023</b>	<b>5.0000e-004</b>		<b>0.0136</b>	<b>0.0136</b>		<b>0.0136</b>	<b>0.0136</b>	<b>0.0000</b>	<b>46.9080</b>	<b>46.9080</b>	<b>3.0500e-003</b>		<b>46.9844</b>

**Mitigated Construction Off-Site**

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

Star Mazda Operational - South Coast Air Basin, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1367	0.1093	0.9780	1.8500e-003	0.1835	1.4200e-003	0.1849	0.0489	1.3200e-003	0.0502		188.4871	188.4871	0.0156	9.7400e-003	191.7804
Unmitigated	0.1367	0.1093	0.9780	1.8500e-003	0.1835	1.4200e-003	0.1849	0.0489	1.3200e-003	0.0502		188.4871	188.4871	0.0156	9.7400e-003	191.7804

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	65.01	65.01	65.01	87,078	87,078
Total	65.01	65.01	65.01	87,078	87,078

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.544109	0.060768	0.184625	0.129879	0.023845	0.006339	0.011719	0.008584	0.000815	0.000515	0.024285	0.000743	0.003774

Star Mazda Operational - South Coast Air Basin, Summer

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265
NaturalGas Unmitigated	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	115.141	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265
Total		1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265

Star Mazda Operational - South Coast Air Basin, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Automobile Care Center	0.115141	1.2400e-003	0.0113	9.4800e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5460	13.5460	2.6000e-004	2.5000e-004	13.6265
<b>Total</b>		<b>1.2400e-003</b>	<b>0.0113</b>	<b>9.4800e-003</b>	<b>7.0000e-005</b>		<b>8.6000e-004</b>	<b>8.6000e-004</b>		<b>8.6000e-004</b>	<b>8.6000e-004</b>		<b>13.5460</b>	<b>13.5460</b>	<b>2.6000e-004</b>	<b>2.5000e-004</b>	<b>13.6265</b>

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Mitigated	0.0523	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004
Unmitigated	0.0523	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004

Star Mazda Operational - South Coast Air Basin, Summer

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

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.9400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004
<b>Total</b>	<b>0.0523</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>5.1000e-004</b>	<b>5.1000e-004</b>	<b>0.0000</b>		<b>5.5000e-004</b>

Star Mazda Operational - South Coast Air Basin, Summer

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.9400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.1000e-004	5.1000e-004	0.0000		5.5000e-004
<b>Total</b>	<b>0.0523</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>5.1000e-004</b>	<b>5.1000e-004</b>	<b>0.0000</b>		<b>5.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Star Mazda Operational - South Coast Air Basin, Summer

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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

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**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.34	1000sqft	0.05	2,340.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2023
<b>Utility Company</b>	Glendale Water and Power				
<b>CO2 Intensity (lb/MW hr)</b>	948.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase - Operational emissions only
- Off-road Equipment - no construction
- Vehicle Trips - per traffic study 65 new trips

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblConstructionPhase	PhaseEndDate	7/5/2022	6/29/2022
tblOffRoadEquipment	UsageHours	6.00	1.00
tblVehicleTrips	ST_TR	23.72	27.78
tblVehicleTrips	SU_TR	11.88	27.78

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

tblVehicleTrips	WD_TR	23.72	27.78
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**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0109	1.2000e-004	1.5000e-004	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0213	0.0213	0.0000	0.0000	0.0213
<b>Maximum</b>	<b>0.0109</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0213</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0109	1.2000e-004	1.5000e-004	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0213	0.0213	0.0000	0.0000	0.0213
<b>Maximum</b>	<b>0.0109</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0213</b>

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	4-14-2022	7-13-2022	0.0078	0.0078
		Highest	0.0078	0.0078

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.5400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.3000e-004	2.0600e-003	1.7300e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	13.1815	13.1815	4.2000e-004	9.0000e-005	13.2180
Mobile	0.0232	0.0216	0.1801	3.3000e-004	0.0328	2.6000e-004	0.0330	8.7500e-003	2.4000e-004	8.9900e-003	0.0000	30.0667	30.0667	2.7000e-003	1.6800e-003	30.6359
Waste						0.0000	0.0000		0.0000	0.0000	1.8147	0.0000	1.8147	0.1073	0.0000	4.4959
Water						0.0000	0.0000		0.0000	0.0000	0.0698	1.8792	1.9490	7.2400e-003	1.8000e-004	2.1829
<b>Total</b>	<b>0.0330</b>	<b>0.0236</b>	<b>0.1819</b>	<b>3.4000e-004</b>	<b>0.0328</b>	<b>4.2000e-004</b>	<b>0.0332</b>	<b>8.7500e-003</b>	<b>4.0000e-004</b>	<b>9.1500e-003</b>	<b>1.8846</b>	<b>45.1274</b>	<b>47.0120</b>	<b>0.1176</b>	<b>1.9500e-003</b>	<b>50.5327</b>

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

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.5400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.3000e-004	2.0600e-003	1.7300e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	13.1815	13.1815	4.2000e-004	9.0000e-005	13.2180
Mobile	0.0232	0.0216	0.1801	3.3000e-004	0.0328	2.6000e-004	0.0330	8.7500e-003	2.4000e-004	8.9900e-003	0.0000	30.0667	30.0667	2.7000e-003	1.6800e-003	30.6359
Waste						0.0000	0.0000		0.0000	0.0000	1.8147	0.0000	1.8147	0.1073	0.0000	4.4959
Water						0.0000	0.0000		0.0000	0.0000	0.0698	1.8792	1.9490	7.2400e-003	1.8000e-004	2.1829
<b>Total</b>	<b>0.0330</b>	<b>0.0236</b>	<b>0.1819</b>	<b>3.4000e-004</b>	<b>0.0328</b>	<b>4.2000e-004</b>	<b>0.0332</b>	<b>8.7500e-003</b>	<b>4.0000e-004</b>	<b>9.1500e-003</b>	<b>1.8846</b>	<b>45.1274</b>	<b>47.0120</b>	<b>0.1176</b>	<b>1.9500e-003</b>	<b>50.5327</b>

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/29/2022	6/29/2022	5	1	

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

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

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

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,510; Non-Residential Outdoor: 1,170; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	1.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-005	1.2000e-004	1.5000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0213	0.0213	0.0000	0.0000	0.0213
<b>Total</b>	<b>0.0109</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0213</b>

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**3.2 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-005	1.2000e-004	1.5000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0213	0.0213	0.0000	0.0000	0.0213
<b>Total</b>	<b>0.0109</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0213</b>



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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0232	0.0216	0.1801	3.3000e-004	0.0328	2.6000e-004	0.0330	8.7500e-003	2.4000e-004	8.9900e-003	0.0000	30.0667	30.0667	2.7000e-003	1.6800e-003	30.6359
Unmitigated	0.0232	0.0216	0.1801	3.3000e-004	0.0328	2.6000e-004	0.0330	8.7500e-003	2.4000e-004	8.9900e-003	0.0000	30.0667	30.0667	2.7000e-003	1.6800e-003	30.6359

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	65.01	65.01	65.01	87,078	87,078
Total	65.01	65.01	65.01	87,078	87,078

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.544109	0.060768	0.184625	0.129879	0.023845	0.006339	0.011719	0.008584	0.000815	0.000515	0.024285	0.000743	0.003774

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.9388	10.9388	3.8000e-004	5.0000e-005	10.9620
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.9388	10.9388	3.8000e-004	5.0000e-005	10.9620
NaturalGas Mitigated	2.3000e-004	2.0600e-003	1.7300e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560
NaturalGas Unmitigated	2.3000e-004	2.0600e-003	1.7300e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560

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

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5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use		tons/yr															MT/yr				
Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e					
42026.4	2,3000e-004	2,0600e-003	1,7300e-003	1,0000e-005	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560					
Center	004	003	003	005	004	004	004	004	004	004											
Total	2,3000e-004	2,0600e-003	1,7300e-003	1,0000e-005	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560					

Mitigated

Land Use		tons/yr															MT/yr				
Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e					
42026.4	2,3000e-004	2,0600e-003	1,7300e-003	1,0000e-005	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560					
Center	004	003	003	005	004	004	004	004	004	004											
Total	2,3000e-004	2,0600e-003	1,7300e-003	1,0000e-005	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	1,6000e-004	0.0000	2.2427	2.2427	4.0000e-005	4.0000e-005	2.2560					

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

**5.3 Energy by Land Use - Electricity**

Unmitigated

Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	MT/yr			
Automobile Care Center	25412.4	3.8000e-004	5.0000e-005	10.9620
Total	10.9388	3.8000e-004	5.0000e-005	10.9620

Mitigated

Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	MT/yr			
Automobile Care Center	25412.4	3.8000e-004	5.0000e-005	10.9620
Total	10.9388	3.8000e-004	5.0000e-005	10.9620

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	9.5400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	9.5400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
<b>Total</b>	<b>9.5400e-003</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
<b>Total</b>	<b>9.5400e-003</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>

7.0 Water Detail

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7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.9490	7.2400e-003	1.8000e-004	2.1829
Unmitigated	1.9490	7.2400e-003	1.8000e-004	2.1829

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.22015 / 0.134931	1.9490	7.2400e-003	1.8000e-004	2.1829
<b>Total</b>		<b>1.9490</b>	<b>7.2400e-003</b>	<b>1.8000e-004</b>	<b>2.1829</b>

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

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.22015 / 0.134931	1.9490	7.2400e-003	1.8000e-004	2.1829
<b>Total</b>		<b>1.9490</b>	<b>7.2400e-003</b>	<b>1.8000e-004</b>	<b>2.1829</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.8147	0.1073	0.0000	4.4959
Unmitigated	1.8147	0.1073	0.0000	4.4959

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

**8.2 Waste by Land Use**

**Unmitigated**

Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr		
Automobile Care Center	8.94	1.8147	0.1073	4.4959
<b>Total</b>		<b>1.8147</b>	<b>0.1073</b>	<b>4.4959</b>

**Mitigated**

Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr		
Automobile Care Center	8.94	1.8147	0.1073	4.4959
<b>Total</b>		<b>1.8147</b>	<b>0.1073</b>	<b>4.4959</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**Star Mazda Construction Only  
Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	100.00	Space	0.90	40,000.00	0
Automobile Care Center	11.80	1000sqft	0.27	11,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2023
<b>Utility Company</b>	Glendale Water and Power				
<b>CO2 Intensity (lb/MWhr)</b>	948.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase -
- Demolition - 9500sf demo
- Vehicle Trips - construction emissions only
- Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00

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

**Star Mazda Construction Only**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	100.00	Space	0.90	40,000.00	0
Automobile Care Center	11.80	1000sqft	0.27	11,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2023
<b>Utility Company</b>	Glendale Water and Power				
<b>CO2 Intensity (lb/MWhr)</b>	948.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase -
- Demolition - 9500sf demo
- Vehicle Trips - construction emissions only
- Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00

Star Mazda Construction Only - Los Angeles-South Coast County, Annual

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

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2175	1.5380	1.5780	2.9600e-003	0.0497	0.0712	0.1209	0.0159	0.0683	0.0842	0.0000	250.0654	250.0654	0.0412	2.9900e-003	251.9862
2023	0.0429	4.6000e-003	6.8200e-003	1.0000e-005	1.5000e-004	2.5000e-004	4.0000e-004	4.0000e-005	2.5000e-004	2.9000e-004	0.0000	1.0158	1.0158	6.0000e-005	0.0000	1.0181
<b>Maximum</b>	<b>0.2175</b>	<b>1.5380</b>	<b>1.5780</b>	<b>2.9600e-003</b>	<b>0.0497</b>	<b>0.0712</b>	<b>0.1209</b>	<b>0.0159</b>	<b>0.0683</b>	<b>0.0842</b>	<b>0.0000</b>	<b>250.0654</b>	<b>250.0654</b>	<b>0.0412</b>	<b>2.9900e-003</b>	<b>251.9862</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2175	1.5380	1.5780	2.9600e-003	0.0382	0.0712	0.1094	0.0113	0.0683	0.0796	0.0000	250.0651	250.0651	0.0412	2.9900e-003	251.9859
2023	0.0429	4.6000e-003	6.8200e-003	1.0000e-005	1.5000e-004	2.5000e-004	4.0000e-004	4.0000e-005	2.5000e-004	2.9000e-004	0.0000	1.0158	1.0158	6.0000e-005	0.0000	1.0181
<b>Maximum</b>	<b>0.2175</b>	<b>1.5380</b>	<b>1.5780</b>	<b>2.9600e-003</b>	<b>0.0382</b>	<b>0.0712</b>	<b>0.1094</b>	<b>0.0113</b>	<b>0.0683</b>	<b>0.0796</b>	<b>0.0000</b>	<b>250.0651</b>	<b>250.0651</b>	<b>0.0412</b>	<b>2.9900e-003</b>	<b>251.9859</b>

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	23.07	0.00	9.48	28.98	0.00	5.46	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2022	4-30-2022	0.5058	0.5058
2	5-1-2022	7-31-2022	0.4825	0.4825
3	8-1-2022	10-31-2022	0.4828	0.4828
4	11-1-2022	1-31-2023	0.3329	0.3329
		Highest	0.5058	0.5058

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0514	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003
Energy	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	72.4969	72.4969	2.3400e-003	4.7000e-004	72.6942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.1508	0.0000	9.1508	0.5408	0.0000	22.6708
Water						0.0000	0.0000		0.0000	0.0000	0.3522	9.4763	9.8285	0.0365	8.9000e-004	11.0075
<b>Total</b>	<b>0.0525</b>	<b>0.0104</b>	<b>0.0102</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-004</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>8.0000e-004</b>	<b>8.0000e-004</b>	<b>9.5030</b>	<b>81.9760</b>	<b>91.4790</b>	<b>0.5797</b>	<b>1.3600e-003</b>	<b>106.3754</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0514	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003
Energy	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	72.4969	72.4969	2.3400e-003	4.7000e-004	72.6942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.1508	0.0000	9.1508	0.5408	0.0000	22.6708
Water						0.0000	0.0000		0.0000	0.0000	0.3522	9.4763	9.8285	0.0365	8.9000e-004	11.0075
<b>Total</b>	<b>0.0525</b>	<b>0.0104</b>	<b>0.0102</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-004</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>8.0000e-004</b>	<b>8.0000e-004</b>	<b>9.5030</b>	<b>81.9760</b>	<b>91.4790</b>	<b>0.5797</b>	<b>1.3600e-003</b>	<b>106.3754</b>

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	2/28/2022	5	20	
2	Grading	Grading	3/3/2022	3/8/2022	5	4	
3	Building Construction	Building Construction	3/9/2022	12/13/2022	5	200	

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4	Paving	Paving	12/14/2022	12/27/2022	5	10
5	Architectural Coating	Architectural Coating	12/28/2022	1/10/2023	5	10

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

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 0.9**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,700; Non-Residential Outdoor: 5,900; Striped Parking Area: 2,400 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

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**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	43.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.6800e-003	0.0000	4.6800e-003	7.1000e-004	0.0000	7.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
<b>Total</b>	<b>0.0169</b>	<b>0.1662</b>	<b>0.1396</b>	<b>2.4000e-004</b>	<b>4.6800e-003</b>	<b>8.3800e-003</b>	<b>0.0131</b>	<b>7.1000e-004</b>	<b>7.8300e-003</b>	<b>8.5400e-003</b>	<b>0.0000</b>	<b>21.0777</b>	<b>21.0777</b>	<b>5.3700e-003</b>	<b>0.0000</b>	<b>21.2120</b>

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

**3.2 Demolition - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.8000e-003	8.5000e-004	1.0000e-005	3.7000e-004	3.0000e-005	4.0000e-004	1.0000e-004	3.0000e-005	1.3000e-004	0.0000	1.3280	1.3280	7.0000e-005	2.1000e-004	1.3925
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.7000e-004	4.8200e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1716	1.1716	3.0000e-005	3.0000e-005	1.1820
<b>Total</b>	<b>5.5000e-004</b>	<b>4.1700e-003</b>	<b>5.6700e-003</b>	<b>2.0000e-005</b>	<b>1.7900e-003</b>	<b>4.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>4.0000e-005</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>2.4996</b>	<b>2.4996</b>	<b>1.0000e-004</b>	<b>2.4000e-004</b>	<b>2.5745</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8200e-003	0.0000	1.8200e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
<b>Total</b>	<b>0.0169</b>	<b>0.1662</b>	<b>0.1396</b>	<b>2.4000e-004</b>	<b>1.8200e-003</b>	<b>8.3800e-003</b>	<b>0.0102</b>	<b>2.8000e-004</b>	<b>7.8300e-003</b>	<b>8.1100e-003</b>	<b>0.0000</b>	<b>21.0777</b>	<b>21.0777</b>	<b>5.3700e-003</b>	<b>0.0000</b>	<b>21.2119</b>

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

**3.2 Demolition - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.8000e-003	8.5000e-004	1.0000e-005	3.7000e-004	3.0000e-005	4.0000e-004	1.0000e-004	3.0000e-005	1.3000e-004	0.0000	1.3280	1.3280	7.0000e-005	2.1000e-004	1.3925
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.7000e-004	4.8200e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1716	1.1716	3.0000e-005	3.0000e-005	1.1820
<b>Total</b>	<b>5.5000e-004</b>	<b>4.1700e-003</b>	<b>5.6700e-003</b>	<b>2.0000e-005</b>	<b>1.7900e-003</b>	<b>4.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>4.0000e-005</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>2.4996</b>	<b>2.4996</b>	<b>1.0000e-004</b>	<b>2.4000e-004</b>	<b>2.5745</b>

**3.3 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
<b>Total</b>	<b>3.0800e-003</b>	<b>0.0340</b>	<b>0.0184</b>	<b>4.0000e-005</b>	<b>0.0142</b>	<b>1.4800e-003</b>	<b>0.0157</b>	<b>6.8500e-003</b>	<b>1.3700e-003</b>	<b>8.2200e-003</b>	<b>0.0000</b>	<b>3.6205</b>	<b>3.6205</b>	<b>1.1700e-003</b>	<b>0.0000</b>	<b>3.6498</b>

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**3.3 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	6.0000e-005	7.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1803	0.1803	1.0000e-005	0.0000	0.1819
<b>Total</b>	<b>7.0000e-005</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1803</b>	<b>0.1803</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1819</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.5200e-003	0.0000	5.5200e-003	2.6700e-003	0.0000	2.6700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
<b>Total</b>	<b>3.0800e-003</b>	<b>0.0340</b>	<b>0.0184</b>	<b>4.0000e-005</b>	<b>5.5200e-003</b>	<b>1.4800e-003</b>	<b>7.0000e-003</b>	<b>2.6700e-003</b>	<b>1.3700e-003</b>	<b>4.0400e-003</b>	<b>0.0000</b>	<b>3.6205</b>	<b>3.6205</b>	<b>1.1700e-003</b>	<b>0.0000</b>	<b>3.6498</b>

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**3.3 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	6.0000e-005	7.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1803	0.1803	1.0000e-005	0.0000	0.1819
<b>Total</b>	<b>7.0000e-005</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1803</b>	<b>0.1803</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1819</b>

**3.4 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5769	181.5769	0.0316	0.0000	182.3675
<b>Total</b>	<b>0.1649</b>	<b>1.2503</b>	<b>1.2726</b>	<b>2.2100e-003</b>		<b>0.0589</b>	<b>0.0589</b>		<b>0.0569</b>	<b>0.0569</b>	<b>0.0000</b>	<b>181.5769</b>	<b>181.5769</b>	<b>0.0316</b>	<b>0.0000</b>	<b>182.3675</b>

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**3.4 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5600e-003	0.0411	0.0136	1.6000e-004	5.0400e-003	3.7000e-004	5.4200e-003	1.4600e-003	3.6000e-004	1.8100e-003	0.0000	15.2766	15.2766	5.1000e-004	2.2000e-003	15.9461
Worker	7.1900e-003	5.9900e-003	0.0779	2.1000e-004	0.0230	1.5000e-004	0.0232	6.1100e-003	1.4000e-004	6.2500e-003	0.0000	18.9261	18.9261	5.4000e-004	5.2000e-004	19.0938
<b>Total</b>	<b>8.7500e-003</b>	<b>0.0471</b>	<b>0.0915</b>	<b>3.7000e-004</b>	<b>0.0281</b>	<b>5.2000e-004</b>	<b>0.0286</b>	<b>7.5700e-003</b>	<b>5.0000e-004</b>	<b>8.0600e-003</b>	<b>0.0000</b>	<b>34.2027</b>	<b>34.2027</b>	<b>1.0500e-003</b>	<b>2.7200e-003</b>	<b>35.0399</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5767	181.5767	0.0316	0.0000	182.3673
<b>Total</b>	<b>0.1649</b>	<b>1.2503</b>	<b>1.2726</b>	<b>2.2100e-003</b>		<b>0.0589</b>	<b>0.0589</b>		<b>0.0569</b>	<b>0.0569</b>	<b>0.0000</b>	<b>181.5767</b>	<b>181.5767</b>	<b>0.0316</b>	<b>0.0000</b>	<b>182.3673</b>

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

**3.4 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5600e-003	0.0411	0.0136	1.6000e-004	5.0400e-003	3.7000e-004	5.4200e-003	1.4600e-003	3.6000e-004	1.8100e-003	0.0000	15.2766	15.2766	5.1000e-004	2.2000e-003	15.9461
Worker	7.1900e-003	5.9900e-003	0.0779	2.1000e-004	0.0230	1.5000e-004	0.0232	6.1100e-003	1.4000e-004	6.2500e-003	0.0000	18.9261	18.9261	5.4000e-004	5.2000e-004	19.0938
<b>Total</b>	<b>8.7500e-003</b>	<b>0.0471</b>	<b>0.0915</b>	<b>3.7000e-004</b>	<b>0.0281</b>	<b>5.2000e-004</b>	<b>0.0286</b>	<b>7.5700e-003</b>	<b>5.0000e-004</b>	<b>8.0600e-003</b>	<b>0.0000</b>	<b>34.2027</b>	<b>34.2027</b>	<b>1.0500e-003</b>	<b>2.7200e-003</b>	<b>35.0399</b>

**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	1.1800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>4.6200e-003</b>	<b>0.0339</b>	<b>0.0440</b>	<b>7.0000e-005</b>		<b>1.7400e-003</b>	<b>1.7400e-003</b>		<b>1.6000e-003</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9315</b>

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

**3.5 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.4100e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5858	0.5858	2.0000e-005	2.0000e-005	0.5910
<b>Total</b>	<b>2.2000e-004</b>	<b>1.9000e-004</b>	<b>2.4100e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5858</b>	<b>0.5858</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.5910</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	1.1800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>4.6200e-003</b>	<b>0.0339</b>	<b>0.0440</b>	<b>7.0000e-005</b>		<b>1.7400e-003</b>	<b>1.7400e-003</b>		<b>1.6000e-003</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9314</b>

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

**3.5 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.4100e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5858	0.5858	2.0000e-005	2.0000e-005	0.5910
<b>Total</b>	<b>2.2000e-004</b>	<b>1.9000e-004</b>	<b>2.4100e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5858</b>	<b>0.5858</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.5910</b>

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
<b>Total</b>	<b>0.0184</b>	<b>2.1100e-003</b>	<b>2.7200e-003</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3830</b>	<b>0.3830</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3836</b>

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

**3.6 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0546
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0541</b>	<b>0.0541</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0546</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
<b>Total</b>	<b>0.0184</b>	<b>2.1100e-003</b>	<b>2.7200e-003</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3830</b>	<b>0.3830</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3836</b>

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

**3.6 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0546
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0541</b>	<b>0.0541</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0546</b>

**3.6 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0422					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5600e-003	6.3400e-003	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8950
<b>Total</b>	<b>0.0429</b>	<b>4.5600e-003</b>	<b>6.3400e-003</b>	<b>1.0000e-005</b>		<b>2.5000e-004</b>	<b>2.5000e-004</b>		<b>2.5000e-004</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.8936</b>	<b>0.8936</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.8950</b>

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

**3.6 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1221	0.1221	0.0000	0.0000	0.1231
<b>Total</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1221</b>	<b>0.1221</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1231</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0422					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5600e-003	6.3400e-003	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8950
<b>Total</b>	<b>0.0429</b>	<b>4.5600e-003</b>	<b>6.3400e-003</b>	<b>1.0000e-005</b>		<b>2.5000e-004</b>	<b>2.5000e-004</b>		<b>2.5000e-004</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.8936</b>	<b>0.8936</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.8950</b>

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

**3.6 Architectural Coating - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1221	0.1221	0.0000	0.0000	0.1231
<b>Total</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1221</b>	<b>0.1221</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1231</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Parking Lot	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

**5.0 Energy Detail**

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

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	61.1876	61.1876	2.1300e-003	2.6000e-004	61.3177
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	61.1876	61.1876	2.1300e-003	2.6000e-004	61.3177
NaturalGas Mitigated	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	11.3093	11.3093	2.2000e-004	2.1000e-004	11.3765
NaturalGas Unmitigated	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	11.3093	11.3093	2.2000e-004	2.1000e-004	11.3765

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	211928	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	11.3093	11.3093	2.2000e-004	2.1000e-004	11.3765
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>1.1400e-003</b>	<b>0.0104</b>	<b>8.7300e-003</b>	<b>6.0000e-005</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>11.3093</b>	<b>11.3093</b>	<b>2.2000e-004</b>	<b>2.1000e-004</b>	<b>11.3765</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	211928	1.1400e-003	0.0104	8.7300e-003	6.0000e-005		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	11.3093	11.3093	2.2000e-004	2.1000e-004	11.3765
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>1.1400e-003</b>	<b>0.0104</b>	<b>8.7300e-003</b>	<b>6.0000e-005</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>11.3093</b>	<b>11.3093</b>	<b>2.2000e-004</b>	<b>2.1000e-004</b>	<b>11.3765</b>

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	128148	55.1613	1.9200e-003	2.3000e-004	55.2786
Parking Lot	14000	6.0263	2.1000e-004	3.0000e-005	6.0391
<b>Total</b>		<b>61.1876</b>	<b>2.1300e-003</b>	<b>2.6000e-004</b>	<b>61.3177</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	128148	55.1613	1.9200e-003	2.3000e-004	55.2786
Parking Lot	14000	6.0263	2.1000e-004	3.0000e-005	6.0391
<b>Total</b>		<b>61.1876</b>	<b>2.1300e-003</b>	<b>2.6000e-004</b>	<b>61.3177</b>

**6.0 Area Detail**

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

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0514	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003
Unmitigated	0.0514	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0452					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003
<b>Total</b>	<b>0.0514</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.7700e-003</b>	<b>2.7700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.9600e-003</b>

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0452					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7700e-003	2.7700e-003	1.0000e-005	0.0000	2.9600e-003
<b>Total</b>	<b>0.0514</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.7700e-003</b>	<b>2.7700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.9600e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.8285	0.0365	8.9000e-004	11.0075
Unmitigated	9.8285	0.0365	8.9000e-004	11.0075

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	1.11016 / 0.680419	9.8285	0.0365	8.9000e-004	11.0075
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.8285</b>	<b>0.0365</b>	<b>8.9000e-004</b>	<b>11.0075</b>

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

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	1.11016 / 0.680419	9.8285	0.0365	8.9000e-004	11.0075
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.8285</b>	<b>0.0365</b>	<b>8.9000e-004</b>	<b>11.0075</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.1508	0.5408	0.0000	22.6708
Unmitigated	9.1508	0.5408	0.0000	22.6708

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

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	45.08	9.1508	0.5408	0.0000	22.6708
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.1508</b>	<b>0.5408</b>	<b>0.0000</b>	<b>22.6708</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	45.08	9.1508	0.5408	0.0000	22.6708
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.1508</b>	<b>0.5408</b>	<b>0.0000</b>	<b>22.6708</b>

**9.0 Operational Offroad**

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

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**2.0 Emissions Summary**

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

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	12.2694	17.0157	14.5563	0.0268	7.1944	0.8415	7.9374	3.4544	0.7863	4.1379	0.0000	2,604.1310	2,604.1310	0.6482	0.0295	2,627.1090
2023	12.2555	1.3119	1.9557	3.3700e-003	0.0447	0.0711	0.1158	0.0119	0.0711	0.0829	0.0000	321.4511	321.4511	0.0179	9.2000e-004	322.1724
<b>Maximum</b>	<b>12.2694</b>	<b>17.0157</b>	<b>14.5563</b>	<b>0.0268</b>	<b>7.1944</b>	<b>0.8415</b>	<b>7.9374</b>	<b>3.4544</b>	<b>0.7863</b>	<b>4.1379</b>	<b>0.0000</b>	<b>2,604.1310</b>	<b>2,604.1310</b>	<b>0.6482</b>	<b>0.0295</b>	<b>2,627.1090</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	12.2694	17.0157	14.5563	0.0268	2.8740	0.8415	3.6170	1.3653	0.7863	2.0489	0.0000	2,604.1310	2,604.1310	0.6482	0.0295	2,627.1090
2023	12.2555	1.3119	1.9557	3.3700e-003	0.0447	0.0711	0.1158	0.0119	0.0711	0.0829	0.0000	321.4511	321.4511	0.0179	9.2000e-004	322.1724
<b>Maximum</b>	<b>12.2694</b>	<b>17.0157</b>	<b>14.5563</b>	<b>0.0268</b>	<b>2.8740</b>	<b>0.8415</b>	<b>3.6170</b>	<b>1.3653</b>	<b>0.7863</b>	<b>2.0489</b>	<b>0.0000</b>	<b>2,604.1310</b>	<b>2,604.1310</b>	<b>0.6482</b>	<b>0.0295</b>	<b>2,627.1090</b>

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	59.68	0.00	53.65	60.27	0.00	49.49	0.00	0.00	0.00	0.00	0.00	0.00

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2819	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261
Energy	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2881</b>	<b>0.0570</b>	<b>0.0592</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>4.3700e-003</b>	<b>4.3700e-003</b>	<b>0.0000</b>	<b>4.3700e-003</b>	<b>4.3700e-003</b>		<b>68.3333</b>	<b>68.3333</b>	<b>1.3700e-003</b>	<b>1.2500e-003</b>	<b>68.7408</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2819	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261
Energy	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2881</b>	<b>0.0570</b>	<b>0.0592</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>4.3700e-003</b>	<b>4.3700e-003</b>	<b>0.0000</b>	<b>4.3700e-003</b>	<b>4.3700e-003</b>		<b>68.3333</b>	<b>68.3333</b>	<b>1.3700e-003</b>	<b>1.2500e-003</b>	<b>68.7408</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	2/28/2022	5	20	
2	Grading	Grading	3/3/2022	3/8/2022	5	4	
3	Building Construction	Building Construction	3/9/2022	12/13/2022	5	200	
4	Paving	Paving	12/14/2022	12/27/2022	5	10	
5	Architectural Coating	Architectural Coating	12/28/2022	1/10/2023	5	10	

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

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 0.9**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,700; Non-Residential Outdoor: 5,900; Striped Parking Area: 2,400 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74

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

Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	43.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.2 Demolition - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4676	0.0000	0.4676	0.0708	0.0000	0.0708			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>0.4676</b>	<b>0.8379</b>	<b>1.3055</b>	<b>0.0708</b>	<b>0.7829</b>	<b>0.8537</b>		<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0100	0.3611	0.0842	1.3400e-003	0.0376	2.6800e-003	0.0403	0.0103	2.5700e-003	0.0129		146.3668	146.3668	7.7700e-003	0.0232	153.4816
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
<b>Total</b>	<b>0.0550</b>	<b>0.3939</b>	<b>0.5959</b>	<b>2.6700e-003</b>	<b>0.1829</b>	<b>3.6100e-003</b>	<b>0.1866</b>	<b>0.0489</b>	<b>3.4300e-003</b>	<b>0.0523</b>		<b>280.7142</b>	<b>280.7142</b>	<b>0.0114</b>	<b>0.0265</b>	<b>288.8899</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.2 Demolition - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1824	0.0000	0.1824	0.0276	0.0000	0.0276			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>0.1824</b>	<b>0.8379</b>	<b>1.0203</b>	<b>0.0276</b>	<b>0.7829</b>	<b>0.8105</b>	<b>0.0000</b>	<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0100	0.3611	0.0842	1.3400e-003	0.0376	2.6800e-003	0.0403	0.0103	2.5700e-003	0.0129		146.3668	146.3668	7.7700e-003	0.0232	153.4816
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
<b>Total</b>	<b>0.0550</b>	<b>0.3939</b>	<b>0.5959</b>	<b>2.6700e-003</b>	<b>0.1829</b>	<b>3.6100e-003</b>	<b>0.1866</b>	<b>0.0489</b>	<b>3.4300e-003</b>	<b>0.0523</b>		<b>280.7142</b>	<b>280.7142</b>	<b>0.0114</b>	<b>0.0265</b>	<b>288.8899</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.3 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
<b>Total</b>	<b>1.5403</b>	<b>16.9836</b>	<b>9.2202</b>	<b>0.0206</b>	<b>7.0826</b>	<b>0.7423</b>	<b>7.8249</b>	<b>3.4247</b>	<b>0.6829</b>	<b>4.1076</b>		<b>1,995.4825</b>	<b>1,995.4825</b>	<b>0.6454</b>		<b>2,011.6169</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
<b>Total</b>	<b>0.0346</b>	<b>0.0253</b>	<b>0.3936</b>	<b>1.0200e-003</b>	<b>0.1118</b>	<b>7.2000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.6000e-004</b>	<b>0.0303</b>		<b>103.3442</b>	<b>103.3442</b>	<b>2.8200e-003</b>	<b>2.5000e-003</b>	<b>104.1603</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.3 Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
<b>Total</b>	<b>1.5403</b>	<b>16.9836</b>	<b>9.2202</b>	<b>0.0206</b>	<b>2.7622</b>	<b>0.7423</b>	<b>3.5045</b>	<b>1.3357</b>	<b>0.6829</b>	<b>2.0186</b>	<b>0.0000</b>	<b>1,995.4825</b>	<b>1,995.4825</b>	<b>0.6454</b>		<b>2,011.6169</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
<b>Total</b>	<b>0.0346</b>	<b>0.0253</b>	<b>0.3936</b>	<b>1.0200e-003</b>	<b>0.1118</b>	<b>7.2000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.6000e-004</b>	<b>0.0303</b>		<b>103.3442</b>	<b>103.3442</b>	<b>2.8200e-003</b>	<b>2.5000e-003</b>	<b>104.1603</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.4 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>		<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183		168.3693	168.3693	5.6300e-003	0.0243	175.7401
Worker	0.0727	0.0530	0.8265	2.1500e-003	0.2347	1.5000e-003	0.2362	0.0623	1.3800e-003	0.0636		217.0228	217.0228	5.9100e-003	5.2500e-003	218.7366
<b>Total</b>	<b>0.0884</b>	<b>0.4449</b>	<b>0.9609</b>	<b>3.7200e-003</b>	<b>0.2860</b>	<b>5.2300e-003</b>	<b>0.2912</b>	<b>0.0770</b>	<b>4.9500e-003</b>	<b>0.0820</b>		<b>385.3921</b>	<b>385.3921</b>	<b>0.0115</b>	<b>0.0295</b>	<b>394.4767</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.4 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>	<b>0.0000</b>	<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183		168.3693	168.3693	5.6300e-003	0.0243	175.7401
Worker	0.0727	0.0530	0.8265	2.1500e-003	0.2347	1.5000e-003	0.2362	0.0623	1.3800e-003	0.0636		217.0228	217.0228	5.9100e-003	5.2500e-003	218.7366
<b>Total</b>	<b>0.0884</b>	<b>0.4449</b>	<b>0.9609</b>	<b>3.7200e-003</b>	<b>0.2860</b>	<b>5.2300e-003</b>	<b>0.2912</b>	<b>0.0770</b>	<b>4.9500e-003</b>	<b>0.0820</b>		<b>385.3921</b>	<b>385.3921</b>	<b>0.0115</b>	<b>0.0295</b>	<b>394.4767</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.378 <sub>9</sub>	1,297.378 <sub>9</sub>	0.4113		1,307.660 <sub>8</sub>
Paving	0.2358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9235</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>		<b>1,297.378<sub>9</sub></b>	<b>1,297.378<sub>9</sub></b>	<b>0.4113</b>		<b>1,307.660<sub>8</sub></b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
<b>Total</b>	<b>0.0450</b>	<b>0.0328</b>	<b>0.5117</b>	<b>1.3300e-003</b>	<b>0.1453</b>	<b>9.3000e-004</b>	<b>0.1462</b>	<b>0.0385</b>	<b>8.6000e-004</b>	<b>0.0394</b>		<b>134.3475</b>	<b>134.3475</b>	<b>3.6600e-003</b>	<b>3.2500e-003</b>	<b>135.4083</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.5 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.378 <sub>9</sub>	1,297.378 <sub>9</sub>	0.4113		1,307.660 <sub>8</sub>
Paving	0.2358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9235</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>	<b>0.0000</b>	<b>1,297.378<sub>9</sub></b>	<b>1,297.378<sub>9</sub></b>	<b>0.4113</b>		<b>1,307.660<sub>8</sub></b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
<b>Total</b>	<b>0.0450</b>	<b>0.0328</b>	<b>0.5117</b>	<b>1.3300e-003</b>	<b>0.1453</b>	<b>9.3000e-004</b>	<b>0.1462</b>	<b>0.0385</b>	<b>8.6000e-004</b>	<b>0.0394</b>		<b>134.3475</b>	<b>134.3475</b>	<b>3.6600e-003</b>	<b>3.2500e-003</b>	<b>135.4083</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>12.2555</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0138	0.0101	0.1574	4.1000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		41.3377	41.3377	1.1300e-003	1.0000e-003	41.6641
<b>Total</b>	<b>0.0138</b>	<b>0.0101</b>	<b>0.1574</b>	<b>4.1000e-004</b>	<b>0.0447</b>	<b>2.9000e-004</b>	<b>0.0450</b>	<b>0.0119</b>	<b>2.6000e-004</b>	<b>0.0121</b>		<b>41.3377</b>	<b>41.3377</b>	<b>1.1300e-003</b>	<b>1.0000e-003</b>	<b>41.6641</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>12.2555</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0138	0.0101	0.1574	4.1000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		41.3377	41.3377	1.1300e-003	1.0000e-003	41.6641
<b>Total</b>	<b>0.0138</b>	<b>0.0101</b>	<b>0.1574</b>	<b>4.1000e-004</b>	<b>0.0447</b>	<b>2.9000e-004</b>	<b>0.0450</b>	<b>0.0119</b>	<b>2.6000e-004</b>	<b>0.0121</b>		<b>41.3377</b>	<b>41.3377</b>	<b>1.1300e-003</b>	<b>1.0000e-003</b>	<b>41.6641</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.6 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>12.2427</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0128	8.9200e-003	0.1446	4.0000e-004	0.0447	2.7000e-004	0.0450	0.0119	2.5000e-004	0.0121		40.0030	40.0030	1.0100e-003	9.2000e-004	40.3033
<b>Total</b>	<b>0.0128</b>	<b>8.9200e-003</b>	<b>0.1446</b>	<b>4.0000e-004</b>	<b>0.0447</b>	<b>2.7000e-004</b>	<b>0.0450</b>	<b>0.0119</b>	<b>2.5000e-004</b>	<b>0.0121</b>		<b>40.0030</b>	<b>40.0030</b>	<b>1.0100e-003</b>	<b>9.2000e-004</b>	<b>40.3033</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**3.6 Architectural Coating - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>12.2427</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0128	8.9200e-003	0.1446	4.0000e-004	0.0447	2.7000e-004	0.0450	0.0119	2.5000e-004	0.0121		40.0030	40.0030	1.0100e-003	9.2000e-004	40.3033
<b>Total</b>	<b>0.0128</b>	<b>8.9200e-003</b>	<b>0.1446</b>	<b>4.0000e-004</b>	<b>0.0447</b>	<b>2.7000e-004</b>	<b>0.0450</b>	<b>0.0119</b>	<b>2.5000e-004</b>	<b>0.0121</b>		<b>40.0030</b>	<b>40.0030</b>	<b>1.0100e-003</b>	<b>9.2000e-004</b>	<b>40.3033</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Parking Lot	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147
NaturalGas Unmitigated	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	580.625	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.2600e-003</b>	<b>0.0569</b>	<b>0.0478</b>	<b>3.4000e-004</b>		<b>4.3300e-003</b>	<b>4.3300e-003</b>		<b>4.3300e-003</b>	<b>4.3300e-003</b>		<b>68.3088</b>	<b>68.3088</b>	<b>1.3100e-003</b>	<b>1.2500e-003</b>	<b>68.7147</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.580625	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3300e-003	4.3300e-003		4.3300e-003	4.3300e-003		68.3088	68.3088	1.3100e-003	1.2500e-003	68.7147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.2600e-003</b>	<b>0.0569</b>	<b>0.0478</b>	<b>3.4000e-004</b>		<b>4.3300e-003</b>	<b>4.3300e-003</b>		<b>4.3300e-003</b>	<b>4.3300e-003</b>		<b>68.3088</b>	<b>68.3088</b>	<b>1.3100e-003</b>	<b>1.2500e-003</b>	<b>68.7147</b>

**6.0 Area Detail**

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2819	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261
Unmitigated	0.2819	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2478					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0600e-003	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261
<b>Total</b>	<b>0.2819</b>	<b>1.0000e-004</b>	<b>0.0114</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0245</b>	<b>0.0245</b>	<b>6.0000e-005</b>		<b>0.0261</b>

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2478					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0600e-003	1.0000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0245	0.0245	6.0000e-005		0.0261
<b>Total</b>	<b>0.2819</b>	<b>1.0000e-004</b>	<b>0.0114</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0245</b>	<b>0.0245</b>	<b>6.0000e-005</b>		<b>0.0261</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Star Mazda Construction Only - Los Angeles-South Coast County, Summer

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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