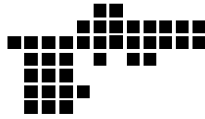


Appendix A

Notice of Preparation



City of West Hollywood
California 1984

PUBLIC NOTICE NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT & SCOPING MEETING

Date: April 30, 2021

Pursuant to California Public Resources Code (PRC) Section 21165, the City of West Hollywood (City) is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential impacts associated with the West Hollywood Housing Element Update (hereafter referred to as "Housing Element Update" or "proposed project"), which involves an update the Housing Element for the 2021-2029 planning period. The City is also considering updates to the Safety Element and the inclusion of environmental justice policies concurrently with the Housing Element Update.

Purpose of Notice of Preparation: Under the requirements of the California Environmental Quality Act (CEQA) and its Guidelines, the City, as the Lead Agency, must evaluate the potentially significant environmental effects of the proposed project. The City has determined an EIR will be prepared to assess the project's effects on the environment to identify significant impacts and to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts. An analysis of alternatives to the project will also be included in the Draft EIR, including the No Project Alternative.

This Notice of Preparation (NOP) is being circulated pursuant to PRC Section 21153(a) and CEQA Guidelines Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the Draft EIR. A 30-day comment period is provided to return written comments to the City at the following address:

Alicen Bartle, Project Development Administrator
Human Services and Rent Stabilization
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216
Fax: (323) 848-6323
Email: ABartle@weho.org

Due to State-mandated time limits, any response to this NOP should be sent at the earliest possible date, but not later than 30 days after issuance of this notice. **The response deadline is May 31, 2021.**

Project Title: West Hollywood Housing Element Update

Project Applicant: City of West Hollywood, 8300 Santa Monica Boulevard, Los Angeles, CA 90069-6216

Project Location: City of West Hollywood (citywide) – see Figure 1 and Figure 2 below.

Project Description: The Housing Element is a state-mandated chapter of the City's General Plan and includes goals, policies, programs and objectives to further the development, improvement and preservation of housing in West Hollywood in a manner that is aligned with community desires, regional growth projections, and State law. The Housing Element must address how the City will meet its housing needs, including the provision of adequate housing for residents of all income levels. State law requires update of the Housing Element every eight years. West Hollywood's Housing Element was last updated in 2013 to cover the 2013-2021 period, and the current update under the proposed project will cover the 2021-2029 period.

One requirement of the Housing Element is to provide adequate housing sites to provide for the City's share of the Regional Housing Needs Allocation (RHNA) as established by the Southern California Association of Governments (SCAG). The Housing Element Update will provide a framework for introducing new housing at all levels of affordability. These units may occur anywhere in the City where

residential uses are permitted, as well as in areas that may be rezoned in the future to allow for residential uses of adequate density. SCAG developed allocations for all the cities and counties in its region. The City's total RHNA for the 2021-2029 planning period is shown in the table below.

	Income Category				Total RHNA
	Very Low	Low	Moderate	Above Moderate	
Housing units needed	1,066	689	682	1,496	3,933

Through its identification of sites for future development and implementing housing programs, the updated Housing Element will lay the foundation for achievement of the City's fair share housing needs for 3,933 additional units. The proposed project may also include updates to the Safety Element and the inclusion of environmental justice goals, policies and objectives to ensure consistency with the Housing Element Update and to comply with recent State legislation and guidelines (including Assembly Bill 162, Senate Bill 1241, Senate Bill 99, Assembly Bill 747, Senate Bill 1035 and Senate Bill 379).

Potential Environmental Effects: The EIR for the proposed project will focus on the resource areas/issues germane to this particular project. The EIR will evaluate the potentially significant environmental impacts of the proposed project and will evaluate whether there are feasible mitigation measures that may lessen or avoid such impacts. The EIR will also identify and evaluate alternatives to the proposed project. Because the proposed project does not include any specific construction or development, but rather the potential for land use changes or development to be constructed in the future in accordance with the update to the Housing Element, the City has determined that a Program EIR is the appropriate document under CEQA. Section 15168 of the CEQA Guidelines states that a Program EIR may be prepared on a series of actions that can be characterized as one large project and are related either: 1) geographically; 2) as logical parts in the chain of contemplated actions; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

The project may result in potentially significant environmental effects related to the following: Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. These impacts, together with other CEQA-mandated analyses, including Cumulative Effects, Growth Inducement, and Alternatives will be addressed in the EIR.

Scoping Meeting: As part of the EIR scoping process, the City of West Hollywood will hold a public scoping meeting on Tuesday, May 11, 2021 from 11:00 a.m. to 12:00 p.m. In an effort to protect public health and prevent the spread of COVID-19, this public meeting is held pursuant to Executive Order N-29-20, which ordered Californians to stay home and authorized public meetings to take place via teleconference. To view the Scoping Meeting:

https://zoom.us/webinar/register/WN_P3hCvexZTcWxr22y-QBavg

The purpose of the scoping meeting is to present the proposed project in a public setting and provide the public the opportunity to comment on the scope, or what is to be included in the contents of the Draft EIR. The meeting will include a presentation of the proposal and the environmental issues to be analyzed in the Draft EIR will be described. Following the presentation, interested agencies, organizations, and members of the public will be encouraged to present views concerning what environmental issues should be included in the Draft EIR. The oral and written comments made during the scoping meeting will provide an inventory of potential environmental effects of the Project to be addressed by the Draft EIR.

Date: April 30, 2021

Signature: Alicen Bartle

Alicen Bartle

Project Development Administrator

(323) 438-1949

[illegible]

 City of West Hollywood

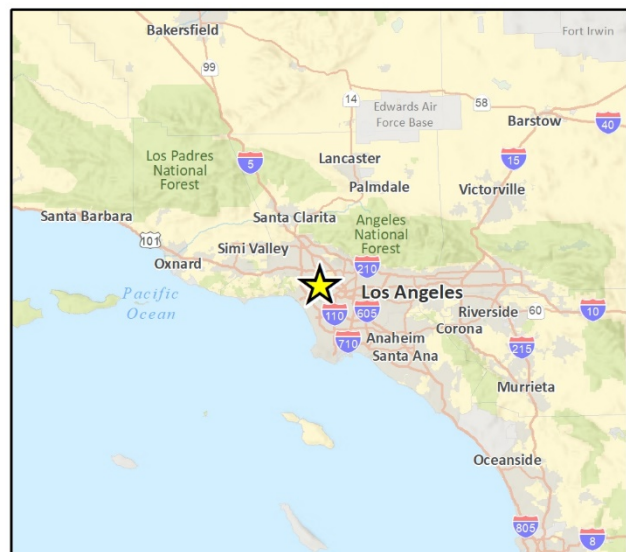
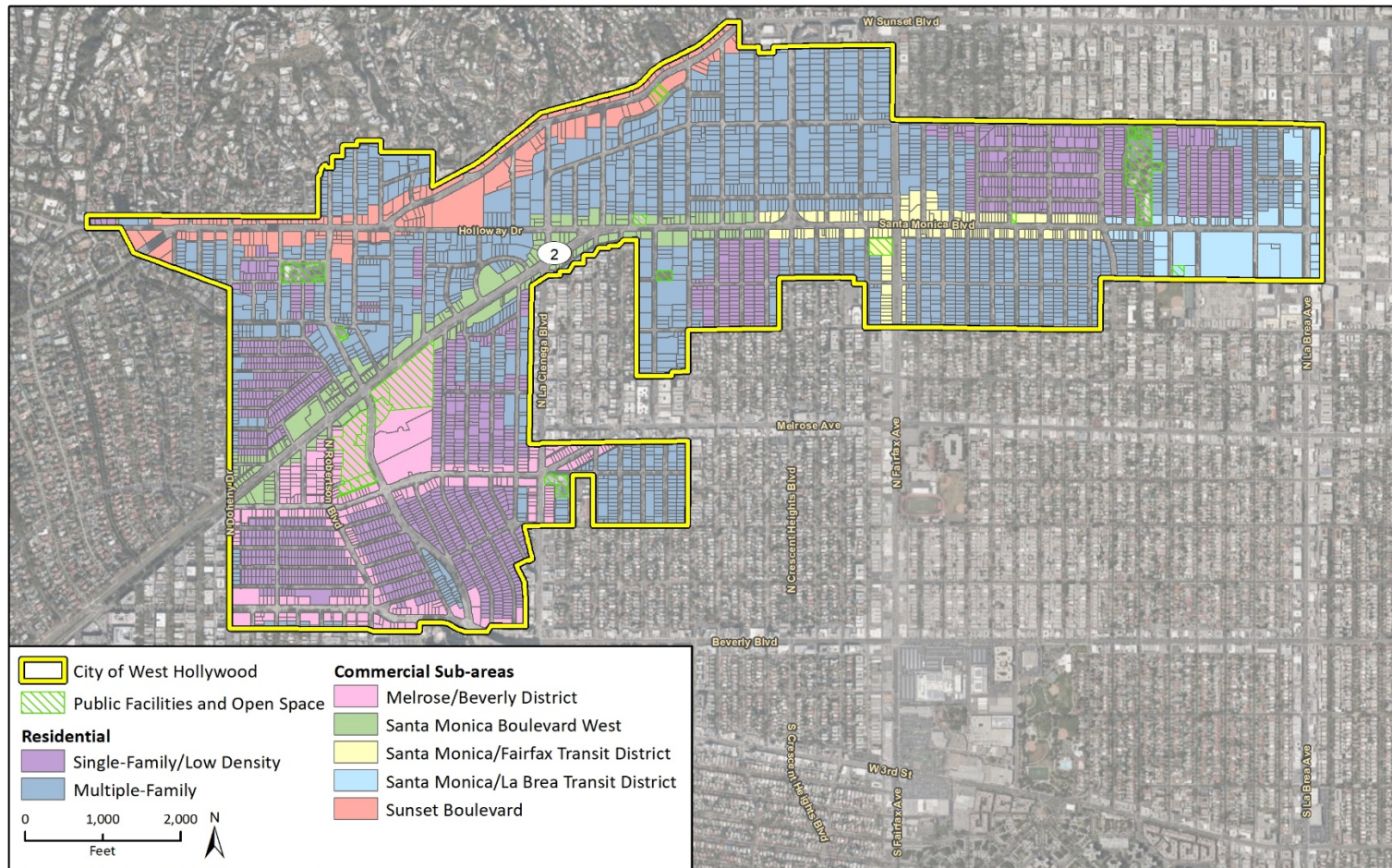


Figure 2 West Hollywood Land Use Map



Imagery provided by Microsoft Bing and its licensors © 2020.
Additional data provided by County of Los Angeles, 2020.

Fig 2 Land Use Map



State of California – Natural Resources Agency

DEPARTMENT OF FISH AND WILDLIFE

South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201

www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



May 28, 2021

Alicen Bartle
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069
ABartle@weho.org

Subject: Notice of Preparation of a Draft Environmental Impact Report for the West Hollywood Housing Element Update, SCH #2021040781, City of West Hollywood, Los Angeles County

Dear Ms. Bartle:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of West Hollywood (City; Lead Agency) for the West Hollywood Housing Element Update (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

Conserving California's Wildlife Since 1870

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Project Description and Summary

Objective: The Housing Element is a State-mandated chapter of the City's General Plan. It includes goals, policies, programs, and objectives to further the development, improvement, and preservation of housing in West Hollywood. The Housing Element must address how the City will meet its housing needs, including the provision of adequate housing for residents of all income levels. State law requires update of the Housing Element every eight years. West Hollywood's Housing Element was last updated in 2013 to cover the 2013-2021 period, and the current update under the proposed Project will cover the 2021-2029 period. One requirement of the Housing Element is to provide adequate housing sites to provide for the City's share of the Regional Housing Needs Allocation (RHNA) as established by the Southern California Association of Governments (SCAG). The Housing Element Update will provide a framework for introducing new housing at all levels of affordability. These units may occur anywhere in the City where residential uses are permitted, as well as in areas that may be rezoned in the future to allow for residential uses of adequate density. SCAG developed allocations for all the cities and counties in its region. The City's total RHNA for the 2021-2029 planning period is shown in the table below.

	Income Category				Total RHNA
	Very Low	Low	Moderate	Above Moderate	
Housing Units Needed	1,066	689	682	1,496	3,933

Through its identification of sites for future development and implementing housing programs, the updated Housing Element will lay the foundation for achievement of the City's fair share housing needs for 3,933 additional units. The proposed Project may also include updates to the Safety Element and the inclusion of environmental justice goals, policies and objectives. This would ensure consistency and compliance with recent State legislation and guidelines (including Assembly Bill 162, Senate Bill 1241, Senate Bill 99, Assembly Bill 747, Senate Bill 1035 and Senate Bill 379).

Location: The Project location is the entire City of West Hollywood. The Project area is bordered by the City of Los Angeles to the north, south, and east and the City of Beverly Hills to the west.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist the City in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

- 1) California Protected Areas. CDFW recommends the City consider the Project's potential impacts on the following areas within or adjacent to the Project boundary: Beverly Gardens Park, Kings Road Park, Formosa Park, Laurel Park, Havenhurst Park, West Hollywood Park, Plummer Park, and William S Hart Park. All these areas are a part of the California

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Protected Areas Database (CPAD). The CPAD contains data on lands owned in fee by governments, non-profits, and some private entities that are protected for open space purposes. Data includes all such areas in California, from small urban parks to large national parks and forests (CPAD 2020).

CDFW recommends the City avoid development that may have an adverse direct or indirect impact on CPAD sites. CDFW recommends the DEIR include measures where any future development facilitated by the Project mitigates (avoid if feasible) for impacts on biological resources occurring within these CPAD sites, as well as mitigate for impacts on wildlife, sensitive natural communities, and aquatic and riparian resources. CDFW also recommends new development occurs in areas that are not adjacent to CPAD sites, if feasible. CDFW recommends the City consider configuring Project construction, its activities, and the development footprint to fully avoid impacts to areas, such as CPAD sites, that may provide habitat for wildlife. Lastly, CDFW recommends effective setbacks be established to where building adjacent to these sites is infeasible. The environmental document should provide a justification for the effectiveness of the chosen distance for the setback.

- 2) Nesting Birds. CDFW recommends the DEIR include measures where future development facilitated by the Project avoids potential impacts to nesting birds. These avoidance measure should especially consider any development that may occur adjacent to parks and open space, such as Plummer Park and West Hollywood Park. Project activities occurring during the bird and raptor breeding and nesting season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.
 - a) Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.
 - b) CDFW recommends that measures be taken to fully avoid impacts to nesting birds and raptors. Ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal should occur outside of the avian breeding season which generally runs from February 15 through September 15 (as early as January 1 for some raptors) to avoid take of birds, raptors, or their eggs.
 - c) If impacts to nesting birds and raptors cannot be avoided, CDFW recommends the DEIR include measures where future development facilitated by the Project mitigates for impacts. CDFW recommends surveys by a qualified biologist with experience conducting breeding bird and raptor surveys. Surveys are needed to detect protected native birds and raptors occurring in suitable nesting habitat that may be disturbed and any other such habitat within 300 feet of the Project disturbance area, to the extent allowable and accessible. For raptors, this radius should be expanded to 500 feet and 0.5 mile for special status species, if feasible. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

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- 3) Loss of Bird and Raptor Nesting Habitat. The Project site has potential for nesting bird habitat in areas such as Plummer Park and West Hollywood Park. According to ebird, raptors such as the red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*) have been recorded around the Project vicinity. The biggest threat to birds is habitat loss and conversion of natural vegetation into another land use such as development (e.g., commercial, residential, industrial). In the greater Los Angeles, urban forests and street trees, both native and some non-native species, provide habitat for a high diversity of birds (Wood and Esaian 2020). Some species of raptors have adapted to and exploited urban areas for breeding and nesting (Cooper et al. 2020). For example, raptors (*Accipitridae*, *Falconidae*) such as red-tailed hawks and Cooper's hawks (*Accipiter cooperii*) can nest successfully in urban sites. Red-tailed hawks commonly nest in ornamental vegetation such as eucalyptus (Cooper et al. 2020).
 - a) CDFW recommends the DEIR provide measures where future development facilitated by the Project avoids removal of any native trees, large and dense-canopied native and non-native trees, and trees occurring in high density (Wood and Esaian 2020). CDFW also recommends avoiding impacts to understory vegetation (e.g., ground cover, subshrubs, shrubs, and trees).
 - b) If impacts to trees cannot be avoided, trees should be replaced to compensate for the temporal or permanent loss habitat within a project site. Depending on the status of the bird or raptor species impacted, replacement habitat acres should increase with the occurrence of a California Species of Special Concern. Replacement habitat acres should further increase with the occurrence of a CESA-listed threatened or endangered species.
 - c) CDFW recommends planting native tree species preferred by birds. This includes coast live oak (*Quercus agrifolia*) and California sycamore (*Platanus racemosa*) (Wood and Esaian 2020). CDFW recommends Audubon Society's [Plants for Birds](#) for more information on selecting native plants and trees beneficial to birds (Audubon Society 2020).
- 4) Bats. Numerous bat species are known to roost in trees and structures throughout Los Angeles County (Remington and Cooper 2014). In urbanized areas, bats use trees and man-made structures for daytime and nighttime roosts. Accordingly, CDFW recommends the DEIR provide measures where future increases in development, such as in areas in and adjacent to Plummer Park and West Hollywood Park, or other parks and open space, facilitated by the Project avoids potential impacts to bats.
 - a) Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs., § 251.1). Project construction and activities, including (but not limited to) ground disturbance, vegetation removal, and any activities leading to increased noise levels may have direct and/or indirect impacts on bats and roosts.
 - b) CDFW recommends a project-level biological resources survey provide a thorough discussion and adequate disclosure of potential impacts to bats and roosts from Project construction and activities including (but not limited to) ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal. If necessary, to

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reduce impacts to less than significant, a project-level environmental document should provide bat-specific avoidance and/or mitigation measures [CEQA Guidelines, § 15126.4(a)(1)].

General Comments

- 1) Disclosure. An environmental document should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, §15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to the species (e.g., current range, distribution, population trends, and connectivity).
- 2) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures [CEQA Guidelines, §§ 15002(a)(3), 15021]. Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate for impacts below a significant level under CEQA.
 - a) Level of Detail. Mitigation measures must be feasible, effective, implemented, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, §§ 15126.4, 15041). A public agency shall provide the measures that are fully enforceable through permit conditions, agreements, or other measures (Pub. Resources Code, § 21081.6). CDFW recommends that the City prepare mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Adequate disclosure is necessary so CDFW may provide comments on the adequacy and feasibility of proposed mitigation measures.
 - b) Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the environmental document should include a discussion of the effects of proposed mitigation measures [CEQA Guidelines, § 15126.4(a)(1)]. In that regard, the environmental document should provide an adequate, complete, and detailed disclosure about a project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.
- 3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to a Project site and where a Project may result in ground disturbance. The assessment and analysis should place emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW recommends avoiding any sensitive natural communities found on or adjacent to a Project. CDFW also

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considers impacts to Species of Special Concern a significant direct and cumulative adverse effect without implementing appropriate avoid and/or mitigation measures. A Project-level environmental document should include the following information:

- a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. An environmental document should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting [Vegetation Classification and Mapping Program - Natural Communities](#) webpage (CDFWa 2021);
- b) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's [Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities](#) (CDFW 2018). Adjoining habitat areas should be included where Project construction and activities could lead to direct or indirect impacts off site;
- c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at a Project site and within the neighboring vicinity. The [Manual of California Vegetation](#) (MCV), second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2009). Adjoining habitat areas should be included in this assessment where Project activities could lead to direct or indirect impacts off site. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
- d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by a Project. CDFW's [California Natural Diversity Database](#) (CNDDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat (CDFWb 2021). An assessment should include a nine-quadrangle search of the CNDDDB to determine a list of species potentially present at a Project site. A lack of records in the CNDDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur in the Project site. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review [CEQA Guidelines, § 15003(i)];
- e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern, and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of a Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's [Survey and Monitoring Protocols and Guidelines](#) for established

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survey protocol for select species (CDFWc 2021). Acceptable species-specific survey procedures may be developed in consultation with CDFW and the U.S. Fish and Wildlife Service; and,

- f) A recent wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of a proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame or in phases.
 - g) A biological resources survey should include identification and delineation of any rivers, streams, and lakes and their associated natural plant communities/habitats. This includes any culverts, ditches, storm channels that may transport water, sediment, pollutants, and discharge into rivers, streams, and lakes.
- 5) Jurisdictional Waters. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to CDFW pursuant to Fish and Game Code Section 1600 *et seq.*
- a) CDFW's issuance of a Lake and Streambed Alteration (LSA) Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the environmental document of the local jurisdiction (Lead Agency) for the Project. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the environmental document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. Please visit CDFW's [Lake and Streambed Alteration Program](#) webpage for information about LSA Notification (CDFWd 2021).
 - b) In the event the Project area may support aquatic, riparian, and wetland habitats; a preliminary delineation of the streams and their associated riparian habitats should be included in the environmental document. The delineation should be conducted pursuant to the U.S. Fish and Wildlife Service (USFWS) wetland definition adopted by CDFW (Cowardin et al. 1970). Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.
 - c) In Project areas which may support ephemeral or episodic streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of these resources and help maintain natural sedimentation processes. Therefore, CDFW recommends effective setbacks be established to maintain appropriately sized vegetated buffer areas adjoining ephemeral drainages. The environmental document should provide a justification for the effectiveness of the chosen distance for the setback.

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- d) Project-related changes in upstream and downstream drainage patterns, runoff, and sedimentation should be included and evaluated in the environmental document.
 - e) As part of the LSA Notification process, CDFW requests a hydrological evaluation of the 200, 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions. CDFW recommends the environmental document evaluate the results and address avoidance, minimization, and/or mitigation measures that may be necessary to reduce potential significant impacts.
- 4) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies. The Wetlands Resources policy the Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, Project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values" (CFGF 2005).
- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a Project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in an environmental document and these measures should compensate for the loss of function and value.
 - b) The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife (CFGF 1994). CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

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- 5) Data. CEQA requires that information developed in environmental impact reports be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species and natural communities detected by completing and submitting [CNDDB Field Survey Forms](#) (CDFWe 2021). The City should ensure data collected at a Project-level has been properly submitted, with all data fields applicable filled out. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred.

- 6) Biological Direct, Indirect, and Cumulative Impacts. CDFW recommends providing a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. The DEIR should address the following:
 - a) A discussion regarding Project-related indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands [e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & G. Code, § 2800 et. seq.)]. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

 - b) A discussion of both the short-term and long-term effects to species population distribution and concentration and alterations of the ecosystem supporting the species impacted [CEQA Guidelines, § 15126.2(a)];

 - c) A discussion of potential adverse impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures;

 - d) A discussion on Project-related changes on drainage patterns; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project sites. The discussion should also address the potential water extraction activities and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

 - e) An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,

 - f) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant and wildlife species, habitat, and vegetation communities. If the City determines that the Project would not have a cumulative impact, the environmental document should indicate why the cumulative impact is not significant. The City's conclusion should be supported by facts and analyses [CEQA Guidelines, § 15130(a)(2)].

Alicen Bartle
City of West Hollywood
May 28, 2021
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- 7) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:
- a) A complete discussion of the purpose and need for, and description of, the proposed Project;
 - b) CEQA Guidelines section 15126.6(a) states that an environmental document shall describe a reasonable range of potentially feasible alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. CEQA Guidelines section 15126.6(f)(2) states if the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion and should include reasons in the environmental document; and,
 - c) A range of feasible alternatives to Project component location and design features to avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas. CDFW recommends the City consider configuring Project construction and activities, as well as the development footprint, in such a way as to fully avoid impacts to sensitive and special status plants and wildlife species, habitat, and sensitive vegetation communities. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes for the duration of the Project and from any future development. As a general rule, CDFW recommends reducing or clustering the development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.
- Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6).
- d) Where the Project may impact aquatic and riparian resources, CDFW recommends the City consider alternatives that would fully avoid impacts to such resources. CDFW also recommends alternatives that would allow not impede, alter, or otherwise modify existing surface flow; watercourse and meander; and water-dependent ecosystems and vegetation communities. Project-related designs should consider elevated crossings to avoid channelizing or narrowing of streams. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level and cause the stream to alter its course of flow.
- 8) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or CESA-listed plant species that results from the Project is prohibited, except as authorized by state law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from

Alicen Bartle
City of West Hollywood
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CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

- 9) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from a project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.
- 10) Compensatory Mitigation. An environmental document should include mitigation measures for adverse Project related direct or indirect impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.
- 11) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, an environmental document should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.

Alicen Bartle
City of West Hollywood
May 28, 2021
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Conclusion

We appreciate the opportunity to comment on the NOP for the West Hollywood Housing Element Update to assist the City of West Hollywood in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at Felicia.Silva@wildlife.ca.gov or (562) 292-8105.

Sincerely,

DocuSigned by:

Erinn Wilson-Olgin

B6E58CFE24724F5...

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

cc: CDFW

Erinn Wilson-Olgin, Los Alamitos – Erinn.Wilson-Olgin@wildlife.ca.gov

Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov

Ruby Kwan-Davis, Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov

Andrew Valand, Los Alamitos – Andrew.Valand@wildlife.ca.gov

Felicia Silva, Los Alamitos – Felicia.Silva@wildlife.ca.gov

Frederic Rieman, Los Alamitos – Frederic.Rieman@wildlife.ca.gov

Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov

CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov

State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

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City of West Hollywood
May 28, 2021
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DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
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May 5, 2021

Alicen Bartle
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

RE: City of West Hollywood Housing Element
Update – Notice of Preparation of an
Environmental Impact Report (NOP)
SCH # 2021040781
GTS # 07-LA-2021-03570
Vic. LA-2/PM: 10.621

Dear Alicen Bartle:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project involves updating West Hollywood's Housing Element, which was last updated in 2013. The current update will cover the 2021-2029 period. The Housing Element Update will provide a framework for introducing new housing units at all levels of affordability. Through its identification of future development sites and housing programs, the updated Housing Element will lay the foundation for achieving the City's fair share housing needs of 3,933 units. The proposed project may also involve updates to the Safety Element and the inclusion of environmental justice policies. The City of West Hollywood is the Lead Agency under the California Environmental Quality Act (CEQA).

The project, which is citywide, is located near State Route 2, which is also known as Santa Monica Boulevard. From reviewing the NOP, Caltrans has the following comments:

- Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
- The City can also refer to Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory.
- Caltrans looks forward to reviewing the VMT analysis for this project. As discussed in Caltrans' new TISG, Caltrans strongly recommends undertaking project VMT analysis, significance determination, and potential mitigation in a manner consistent with OPR's Technical Advisory.
- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues."

- Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City's reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>.
- Caltrans encourages lead agencies to complete traffic safety impact analysis in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For more TDM options to potentially integrate into this project, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03570.

Sincerely,

Frances Duong for

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse



COUNTY OF LOS ANGELES FIRE DEPARTMENT

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FIFTH DISTRICT

June 1, 2021

Alicen Bartle, Project Development Administrator
City of West Hollywood
Human Services and Rent Stabilization
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Dear Ms. Bartle:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "WEST HOLLYWOOD HOUSING ELEMENT UPDATE," THE HOUSING ELEMENT IS A STATE-MANDATED CHAPTER OF THE CITY'S GENERAL PLAN AND INCLUDES GOALS, POLICIES, PROGRAMS AND OBJECTIVES TO FURTHER THE DEVELOPMENT, IMPROVEMENT AND PRESERVATION OF HOUSING IN WEST HOLLYWOOD IN A MANNER THAT IS ALIGNED WITH COMMUNITY DESIRES, REGIONAL GROWTH PROJECTIONS, AND STATE LAW, WEST HOLLYWOOD, FFER 2021005185

The Notice of Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

For any questions regarding this response, please contact Kien Chin, Planning Analyst, at (323) 881-2404 or Kien.Chin@fire.lacounty.gov.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

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VERNON
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LAND DEVELOPMENT UNIT:

Future proposed development shall comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and fire hydrants.

This project does not propose construction of structures or any other improvements at this time, therefore until actual construction is proposed the project will not have a significant impact to the County of Los Angeles Fire Department's Land Development Unit.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330

Alicen Bartle, Project Development Administrator
June 1, 2021
Page 3

Very truly yours,

A handwritten signature in blue ink, appearing to read "Ron M. Durbin". The signature is fluid and cursive, with the first name "Ron" and last name "Durbin" clearly distinguishable.

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac



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May 18, 2021

Ref. DOC 6165075

Ms. Alicen Bartle, Project Development Administrator
Human Services and Rent Stabilization
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Dear Ms. Bartle:

NOP Response for West Hollywood Housing Element Update

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on May 3, 2021. The City of West Hollywood (City) is located within the jurisdictional boundary of District No. 4. We offer the following comments regarding sewerage service:

1. The Districts should review individual developments within the City to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
2. Wastewater generated by the City is treated by the City of Los Angeles Hyperion Treatment System. Questions regarding sewerage service for the proposed project should also be directed to the City of Los Angeles' Department of Public Works.
3. In order to estimate the volume of wastewater a project will generate, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1, Loadings for Each Class of Land Use](#) link for a copy of the Districts' average wastewater generation factors.
4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by the Districts to upgrade or expand the Sewerage System. Payment of a connection fee may be required before a project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.
5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South

Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsdc.org.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar



NATIVE AMERICAN HERITAGE COMMISSION

May 3, 2021

Alicen Bartle
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2021040781, West Hollywood Housing Element Update Project, Los Angeles County

Dear Ms. Bartle:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

RENT STABILIZATION DEPT.

21 MAY 14 AM 10:51

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CITY OF WEST HOLLYWOOD

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
- c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse



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May 31, 2021

Ms. Alicen Bartle, Project Development Administrator
City of West Hollywood, Human Services and Rent Stabilization
8300 Santa Monica Boulevard
West Hollywood, California 90069
Phone: (323) 438-1949
E-mail: ABartle@weho.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the West Hollywood Housing Element Update [SCAG NO. IGR10390]

Dear Ms. Bartle,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the West Hollywood Housing Element Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.¹

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the West Hollywood Housing Element Update in Los Angeles County. The proposed project includes an update to the Housing Element covering the 2021-2029 period, updates to the Safety Element and the inclusion of environmental justice goals, policies, and objectives.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Rongsheng Luo
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
WEST HOLLYWOOD HOUSING ELEMENT UPDATE [SCAG NO. IGR10390]**

CONSISTENCY WITH CONNECT SOCIAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

CONNECT SOCIAL GOALS

The SCAG Regional Council fully adopted [Connect SoCal](#) in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCIAL GOALS	
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>
Goal #3:	<i>Enhance the preservation, security, and resilience of the regional transportation system</i>
Goal #4:	<i>Increase person and goods movement and travel choices within the transportation system</i>
Goal #5:	<i>Reduce greenhouse gas emissions and improve air quality</i>
Goal #6:	<i>Support healthy and equitable communities</i>
Goal #7:	<i>Adapt to a changing climate and support an integrated regional development pattern and transportation network</i>
Goal #8:	<i>Leverage new transportation technologies and data-driven solutions that result in more efficient travel</i>
Goal #9:	<i>Encourage development of diverse housing types in areas that are supported by multiple transportation options</i>
Goal #10:	<i>Promote conservation of natural and agricultural lands and restoration of habitats</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCIAL GOALS		
Goal		Analysis
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.		etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the [Connect SoCal webpage](#). Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect

SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the [Connect SoCal Demographics and Growth Forecast Technical Report](#). The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of West Hollywood Forecasts			
	Year 2020	Year 2030	Year 2035	Year 2045	Year 2020	Year 2030	Year 2035	Year 2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	38,957	40,016	40,546	42,552
Households	6,333,458	6,902,821	7,170,110	7,633,451	27,580	28,330	28,705	30,125
Employment	8,695,427	9,303,627	9,566,384	10,048,822	25,275	30,036	32,414	38,066

MITIGATION MEASURES

SCAG staff recommends that you review the [Final Program Environmental Impact Report](#) (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the [PEIR webpage](#) and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

REGIONAL HOUSING NEEDS ALLOCATION

On March 4, 2021 SCAG's Regional Council adopted the [6th cycle Final Regional Housing Needs Assessment \(RHNA\) Allocation Plan](#) which covers the planning period October 2021 through October 2029. The 6th cycle Final RHNA allocation for the applicable jurisdiction is below.

SCAG 6 th Cycle Final RHNA Allocation for City of West Hollywood	
Very low income	1,066
Low income	689
Moderate income	682
Above moderate income	1,496
Total RHNA Allocation	3,933

Sixth cycle housing elements are due to the California Department of Housing and Community Development (HCD) by October 15, 2021. SCAG encourages jurisdictions to prepare the draft housing element in advance of the due date to ensure adequate time to address HCD comments and adopt a final housing element. Jurisdictions that do not have a compliant housing element may be ineligible for certain State funding and grant opportunities and may be at risk for legal action from stakeholders or HCD.



South Coast Air Quality Management District

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SENT VIA E-MAIL:

May 18, 2021

ABartle@weho.org

Alicen Bartle, Project Development Administrator
City of West Hollywood, Human Services and Rent Stabilization
8300 Santa Monica Boulevard
West Hollywood, California 90069

Notice of Preparation of a Draft Environmental Impact Report for the West Hollywood Housing Element Update (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁷. The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*⁸ includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook¹, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan⁹, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy¹⁰.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC210504-08

Control Number

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

⁷ CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

⁸ South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

⁹ South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

¹⁰ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsoocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

Appendix B

Initial Study



West Hollywood Housing Element Update

Initial Study

prepared by

City of West Hollywood

8300 Santa Monica Boulevard

West Hollywood, California 90069

Contact: Alicen Bartle, Project Development Administrator

prepared with the assistance of

Rincon Consultants, Inc.

706 South Hill Street, Suite 1200

Los Angeles, California 90014

November 2021

West Hollywood Housing Element Update

Initial Study

prepared by

City of West Hollywood

8300 Santa Monica Boulevard

West Hollywood, California 90069

Contact: Alicen Bartle, Project Development Administrator

prepared with the assistance of

Rincon Consultants, Inc.

706 South Hill Street, Suite 1200

Los Angeles, California 90014

November 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

This report prepared on 50% recycled paper with 50% post-consumer content.

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Initial Study

1. Project Title

West Hollywood Housing Element 2021-2029 Update

2. Lead Agency Name and Address

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069

3. Contact Person and Phone Number

Alicen Bartle, Project Development Administrator, (323) 848-6323

4. Project Location

The West Hollywood Housing Element 2021-2029 Update (hereafter referred to as “Housing Element Update,” “project,” or “proposed Project”) would apply to the entire geographic area located within the boundaries of the City of West Hollywood (City), which encompasses 1.89 square miles. Figure 1 shows the boundary of the City within the region.

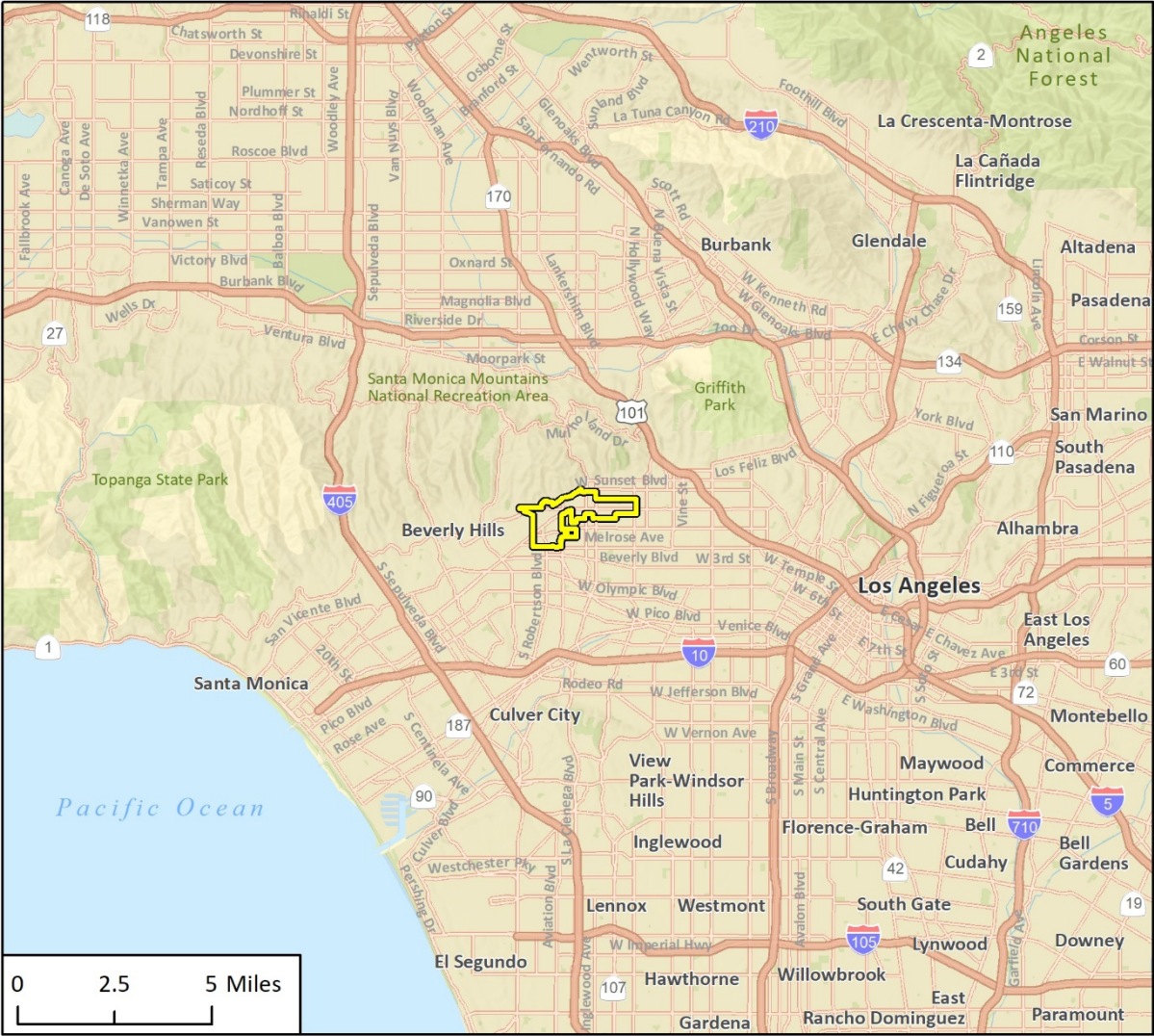
5. Project Sponsor’s Name and Address

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069

6. General Plan Designation

Land uses within West Hollywood’s various neighborhoods and commercial areas include residential housing, public spaces like parks and streets, a small amount of industrial activity, and commercial activities. Some areas within the City’s commercial areas have a mix of uses including both residential and commercial uses within the same building, parcel, or neighboring parcels (West Hollywood 2011a). West Hollywood’s commercial sub-areas include the Melrose/Beverly District, Santa Monica Boulevard West, Santa Monica/Fairfax Transit District, Santa Monica/La Brea Transit District, and Sunset Boulevard. Figure 2 illustrates the various land use designations within the City including the various commercial sub-areas.

Figure 1 Regional Location Map



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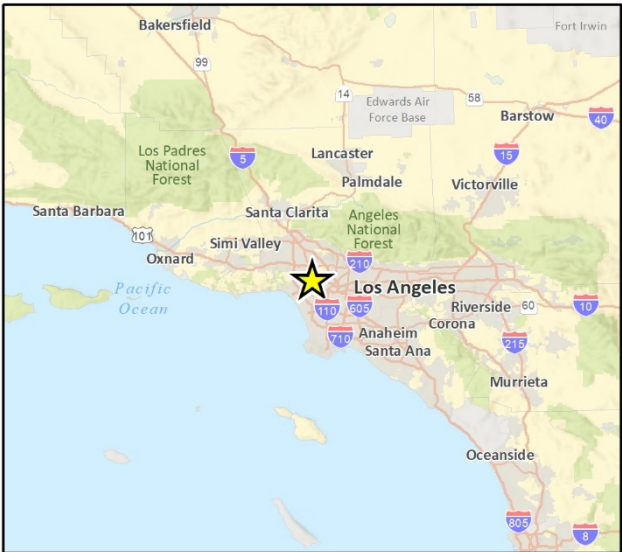
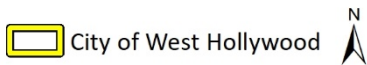


Fig 1 Regional Location

Figure 2 West Hollywood Land Use Map

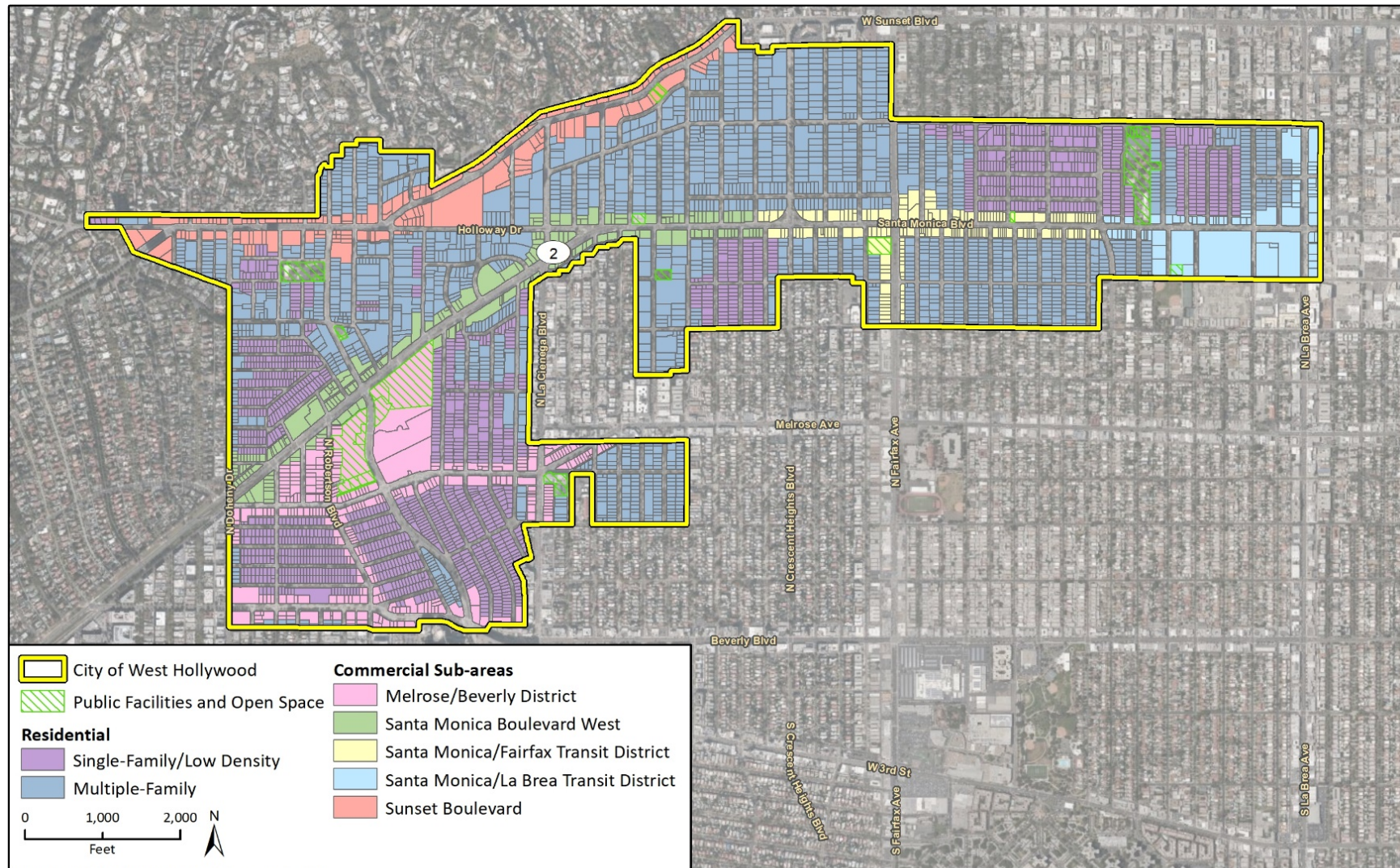


Fig 2 Land Use Map

7. Zoning

The City also has a number of zoning districts and overlays that correspond to the various land uses. These include Residential Zoning Districts (Single-Family, Low Density, Multi-Family Medium Density, and Multi-Family High Density), Combination Zones, Commercial Zoning Districts (Neighborhood Commercial, Community Commercial, and Regional Commercial), and a number of overlay and other zoning districts such as Public Facilities and Mixed Use Incentives Overlay. The City's Zoning Map is shown in Figure 3 below.

8. Description of Project

The project consists of a comprehensive update to the City of West Hollywood Housing Element. The Housing Element is a state-required element in the City of West Hollywood General Plan. It provides an indication of the need for housing in the community, particularly the availability, affordability, and adequacy of housing. It is the only element of the General Plan that requires periodic updating per State law. The Housing Element provides the City of West Hollywood's goals, policies, actions, and objectives for housing development, and development and preservation of housing affordability during each state planning cycle. The current Housing Element was adopted in 2013 and is in effect through 2021.

The Housing Element Update for the 6th Cycle will cover the 8-year planning period from 2021-2029. West Hollywood continues to prioritize affordable and inclusionary housing availability for all residents, tailored to the unique demographics of the community. The results of the Regional Housing Needs Assessment (RHNA) allocation will inform planning and development to support the evolving housing needs of West Hollywood residents.

In accordance with State law (Government Code section 65580 – 65588), the Housing Element Update must include the following:

- An assessment of the City's population, household, and housing stock characteristics, existing and future housing needs by household types, and special needs populations.
- An analysis of resources and constraints related to housing production and preservation, including governmental regulations, infrastructure requirements and market conditions such as land, construction, and labor costs as well as restricted financing availability.
- Identification of the City's quantified objectives for the 2021-2029 RHNA and inventory of sites determined to be suitable for housing.
- Opportunities for Conservation in Residential Development: State housing element law requires cities to identify opportunities for energy conservation in residential development.
- Review of the 2013-2021 Housing Element to identify progress and evaluate the effectiveness of previous policies and programs.
- A Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs to facilitate the 2021 Housing Element Update (6th Cycle).

Figure 3 West Hollywood Zoning Map

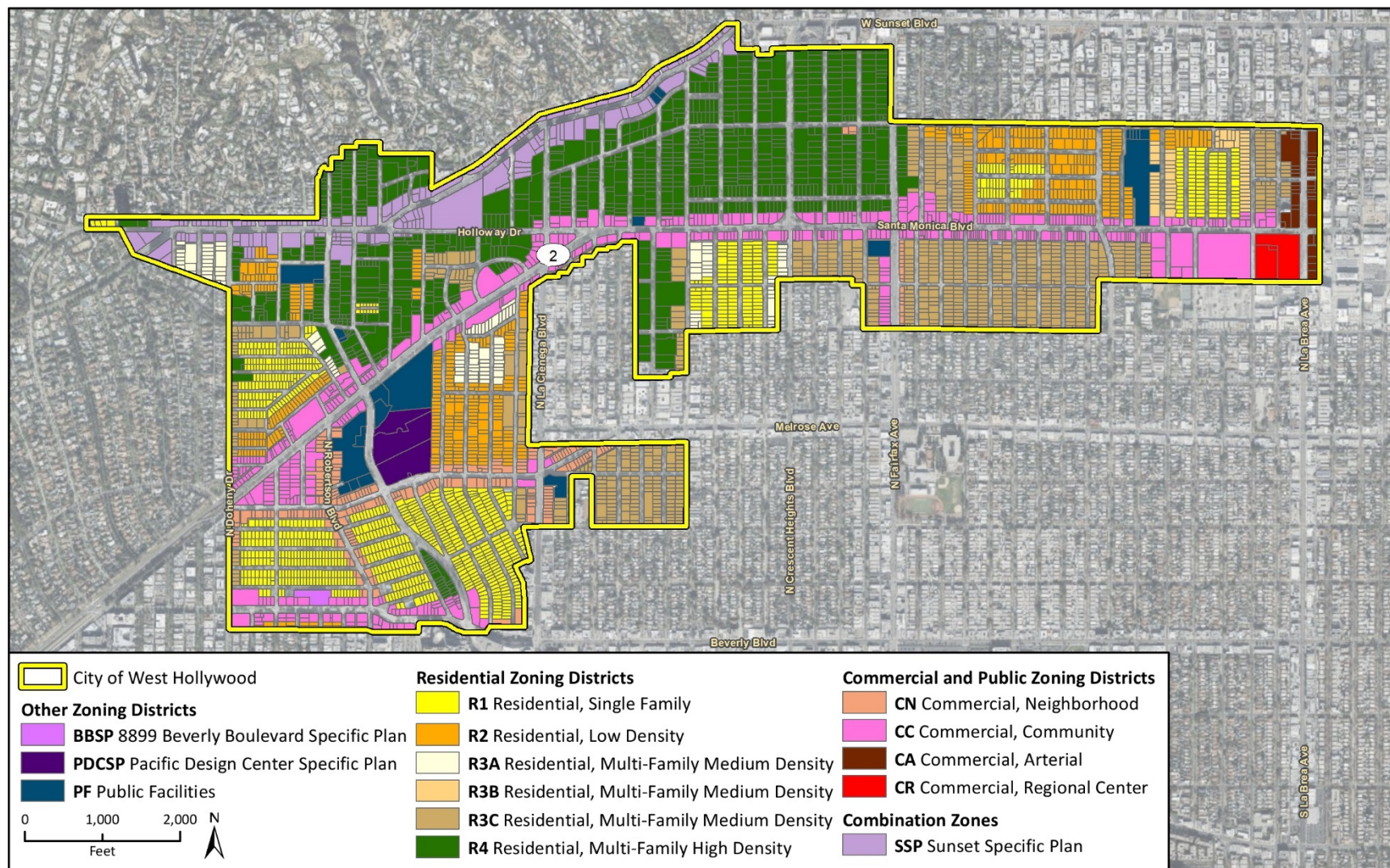


Fig X Zoning Map

Regional Housing Needs Assessment and Required Buffer

The Housing Element must address the City's fair share of the regional housing need and specific state statutory requirements and should reflect the vision and priorities of the local community. The Southern California Association of Governments (SCAG) allocated the City of West Hollywood a RHNA Allocation of 3,933 units, of which 1,755 must be affordable to lower-income households.

HCD requires local jurisdictions to identify enough future housing sites inventory to not only cover the jurisdiction's 6th Cycle RHNA, but to also provide a sufficient buffer capacity above the RHNA. The buffer capacity is required to accommodate realistic production rates of affordable housing units; plus having the buffer can allow for instances when a smaller residential project may have to be considered for a given property. The "No Net Loss" Law (Government Code Section 65863) requires maintenance of sufficient sites to meet the RHNA for all income levels throughout the planning period.

With a 15 percent buffer, the City's Inventory of Sites will target identifying a capacity of at least 4,284 units, of which approximately 2,004 will be for low- and very low-income. The RHNA allocation and required buffer are detailed below in Table 1.

Table 1 City of West Hollywood RHNA Allocation

Income Category	RHNA	Buffer ¹	Total Unit Number
Very Low	1,066	152	1,218
Low	689	97	786
Moderate	682	102	784
Above Moderate	1,496	–	1,496
Total	3,933	–	4,284

¹ 15 percent buffer added to the RHNA requirement for very low, low, and moderate income units minus approved and pending projects

Meeting the Regional Housing Needs Assessment Objectives

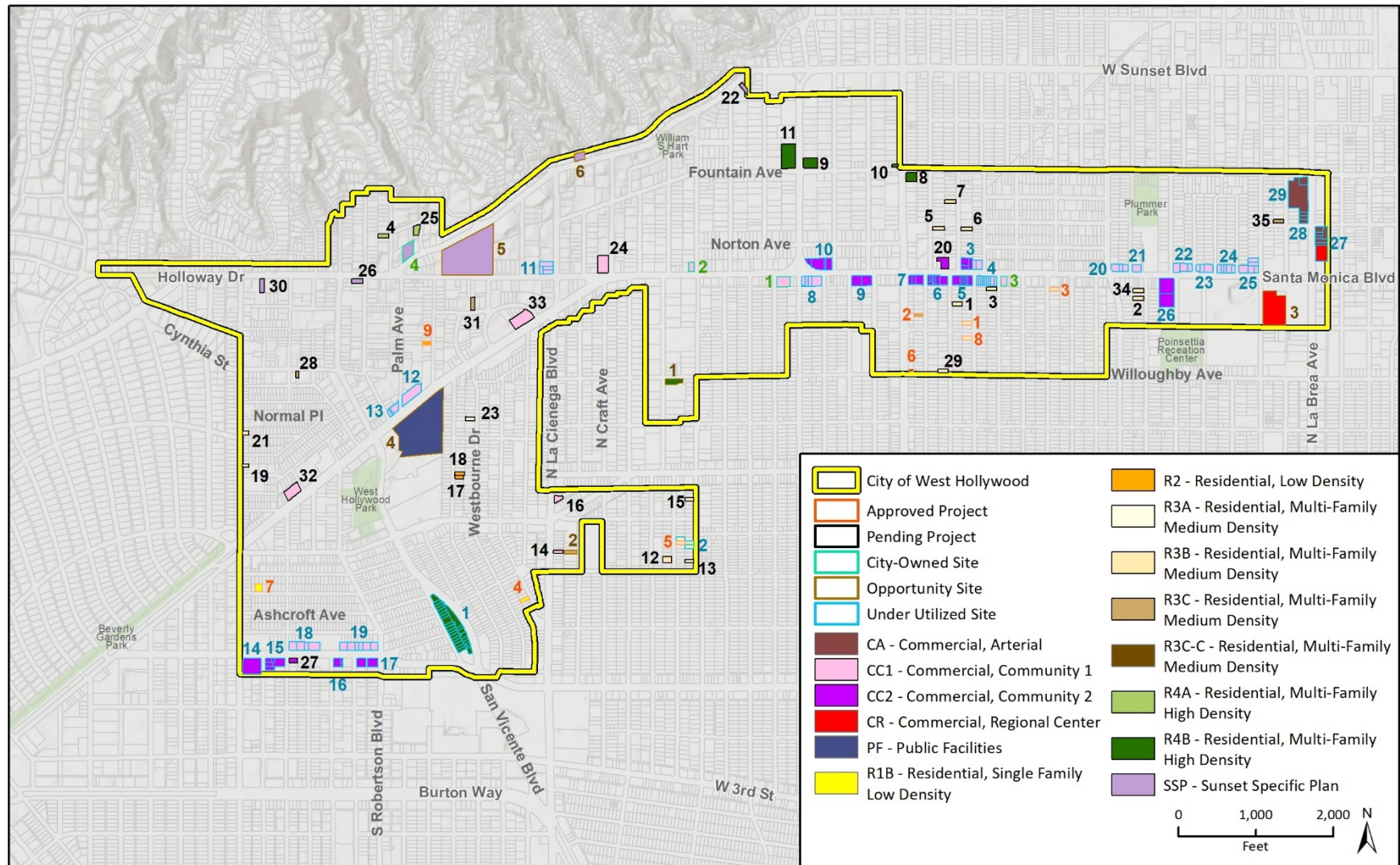
To meet the objectives of the RHNA and provide sufficient capacity for housing development, the Housing Element specifies sites for residential development. However, the Housing Element in and of itself does not develop housing. The Housing Element Update concluded that the City has sufficient capacity under existing land use conditions to accommodate its RHNA allocation and no changes to zoning maps, or General Plan density standards and land use designations would be required.

As described in the 2021 Housing Element Update, the City's RHNA can be accommodated in the following categories:

- Planned or pending projects where no rezoning is required
- Vacant or underutilized sites, where new residential units can be developed under current General Plan regulations
- Current accessory dwelling units trends

Figure 4 shows the locations of the sites identified in the Housing Element Update to accommodate the City's RHNA requirement and buffer. The sites are located throughout the City and many are concentrated on major commercial corridors.

Figure 4 Housing Element Site Inventory



Basemap provided by ESRI and its licensors © 2021.
Additional data provided by County of Los Angeles, 2020.

Fig X Combined Sites

9. Surrounding Land Uses and Setting

The City of West Hollywood is highly urbanized and most of its land is already developed. Land uses that exist in the City include residential neighborhoods, commercial corridors and districts, public parks, and mixed use development. West Hollywood is physically a “corridor city” with its major east-west corridors Santa Monica and Sunset Boulevards connecting the City of Los Angeles with Beverly Hills, Santa Monica and the ocean, and major north-south corridors of La Brea Boulevard, Fairfax Avenue and La Cienega Boulevard connecting Hollywood and the Hollywood Hills with the rest of the Los Angeles basin south of Hollywood (West Hollywood 2011a). Two highly urbanized cities surround West Hollywood: Beverly Hills is on the City’s western border, while the City of Los Angeles surrounds the north, east, and south borders. Both Beverly Hills and Los Angeles are highly urbanized cities with similar land use. Surrounding land use on the west of the City in Beverly Hills include parks and single- and multi-family residential uses. On the northern border of West Hollywood and Los Angeles, most land use is low to medium residential within the Hollywood Hills, part of the Santa Monica Mountain Range, with a small corridor of neighborhood office commercial. The eastern boundary shares a border with low to medium residential, general commercial, and limited manufacturing land use. Finally, the southern border contains land use consisting of open space, public facilities, low to high residential and limited commercial manufacturing. It should be mentioned that the Hollywood Community Plan is currently going through an update and the area included in the plan surrounds the City of West Hollywood (on the north, east, and south borders). However, the proposed general plan land use map does not substantially alter areas immediately surrounding West Hollywood, and updates in the Community Plan are unlikely to affect the City of West Hollywood.

10. Other Public Agencies Whose Approval is Required

The California Department of Housing and Community Development (HCD) reviews and determines whether the proposed Housing Element complies with State law. Aside from HCD, no other approvals by outside public agencies are required.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The Fernandeano Tataviam Band of Mission Indians, San Fernando Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Nation, Gabrieleno Tongva Indians of California Tribal Council, and Gabrieleno-Tongva Tribe were contacted pursuant to Public Resources Code Section 21080.3.1. In addition, because the proposed project would amend the General Plan, the same tribal groups were contacted under Senate Bill (SB) 18. No tribes requested consultation under AB 52 or SB 18.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---------------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

City of West Hollywood
West Hollywood Housing Element Update

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Alicen Bartle

Signature

October 26, 2021

Date

Alicen Bartle

Printed Name

Project Development Administrator

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project have a substantial adverse effect on a scenic vista?

The West Hollywood 2035 General Plan does not identify any designated scenic vistas. However, the Hollywood Hills lie just north of the City and are visible throughout West Hollywood. The Los Angeles Basin and buildings in downtown Los Angeles are also visible throughout the City.

Reasonably foreseeable development under the Housing Element Update could have the potential to block views of the Hollywood Hills and Los Angeles Basin, but since the area is already largely developed and the City does not designate either of these resources as scenic vistas, it would not have a substantial adverse effect. Therefore, the reasonably foreseeable development would be unlikely to have an adverse effect on scenic vistas and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

There are no state scenic highways within the city boundaries of West Hollywood. The nearest state scenic highway is State Route 1 which runs from Santa Monica to Ventura and is over ten miles southwest of the City. West Hollywood is also located over seven miles west of the Arroyo Seco Parkway portion of State Route 110 which, while not an officially designated nor eligible State Scenic Highway, is designated as a Historic Parkway (Caltrans 2020). Neither of these roadways are visible from the City. Therefore, the project would not result in substantial damage to scenic resources in a state scenic highway. No impacts would occur.

NO IMPACT

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The City of West Hollywood is a highly urbanized area. Housing development under the proposed Project would encourage future development in previously developed infill sites. Potential development that may occur in accordance with the Housing Element Update could facilitate new residential development and allow for higher densities than what currently exists in some areas, which could alter the visual character of portions of City, including changes to building heights and massing. However, new construction associated with reasonably foreseeable new development under the proposed project would be subject to the City's development standards, such as floor area ratio (FAR), building heights and setbacks, and transitional height requirements for properties abutting residential zones. The WHMC Chapter 19.14, outlines development requirements to protect important site, neighborhood, or community characteristics that require particular attention in project planning and WHMC G-08.010 (Residential Design Guidelines) would require high architectural quality for infill and rehabilitation housing projects. In addition, large residential projects would be reviewed by the Design Review Subcommittee which would provide design recommendations to the decision making body. Therefore, while new housing would be added to the City, new development would be consistent with applicable zoning and other regulations and would be reviewed by the Design Review Subcommittee for compliance standards and architectural integrity. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The City of West Hollywood is highly urbanized with existing sources of light and glare. Development under the Housing Element Update would primarily consist of infill development in urbanized areas with existing sources of light and glare.

It could be reasonably anticipated that illumination from new development (security lighting, parking lot lighting, ornamental lighting, pedestrian scale lights, lighting from ground floor storefronts and signs) would increase overall lighting levels in areas where increased development is expected to occur as the result of implementation of the Housing Element Update. In addition, it could be anticipated that future development under the Housing Element Update, particularly

development projects of substantial scale, would result in the introduction of lighting in areas where currently lighting levels are low or where lighting levels along sidewalks is interrupted by darkened or shadowed areas. It is also possible that additional sources of nighttime lighting associated with increased development capacity, crime prevention, and increased vehicle traffic would be implemented.

However, West Hollywood is characterized by existing residential, commercial, and civic development uses that already incur high ambient levels of nighttime lighting, any additional lighting from new development would be incremental. Furthermore, reasonably foreseeable new development under the Housing Element Update would be required to comply with the lighting provisions of the West Hollywood Municipal Code (WHMC) to reduce potential impacts from light. WHMC Section 19.20.100 states that outdoor lighting shall be designed to prevent glare, light trespass, and sky glow in accordance with the most recent edition of the California Energy Code (Title 24, Part 6). Permanently installed lighting shall not blink, flash, or be of unusually high intensity or brightness. Exterior, security, and shielded lighting would all be expected to follow the provisions outlined in the WHMC. Reasonably foreseeable future development under the proposed project would be required to comply with the WHMC provisions and would reduce impacts to a less than significant level.

Glare is a common phenomenon in the City primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region. Daytime glare can result from sunlight reflecting off glass, other structural fixtures of buildings, and windshields of parked and moving vehicles within the roadways in the City. Although a large portion of existing structures in the City are comprised of non-reflective materials such as concrete, wood, stucco and plaster, some structures, particularly in the commercial districts of the City consist of considerable amounts of reflective floor-to-ceiling glass windows. Reasonably foreseeable new development under the Housing Element Update would be required to comply with WHMC standards and regulations for lighting and glare affecting sensitive residential uses. Section 19.46.050 of the WHMC states that the appropriate review authority would have approval over the architectural design, which includes exterior finishing for proposed development; this section of the code prescribes that specific design elements such as exterior finishes “have been incorporated into the project to further ensure computability of the structures with the character of surrounding development.” Section 19.10.060(D)(3) discourages the use of mirrored, reflective, or tinted glass except as an architectural or decorative element.

While the Housing Element Update would result in increased development and density, new housing would primarily consist of infill development in areas with substantial sources of existing light and glare. Light and glare associated with new housing development may incrementally increase daytime and nighttime light and glare in the area. However, due to the urbanized nature of the region and with compliance with applicable regulations in the WHMC, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

The City of West Hollywood is highly urbanized with existing development. The California Important Farmland Finder Map indicates that none of the land in the City is mapped as Important Farmland (California Department of Conservation [DOC] 2020). Likewise, according to the DOC, there are no Williamson Act contracts in the City (DOC 2016). The City of West Hollywood Zoning Map indicates that no areas are currently zoned for agricultural use. The proposed project would have no effect on forestland or the conversion of farmland to non-agricultural uses. No impact would occur.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

As previously mentioned, the City of West Hollywood is highly urbanized with no forest land. The nearest forest areas are located in the Angeles National Forest and Santa Susana Mountains. Both of these forests are protected resources and would not be impacted by development under the Housing Element Update. The proposed project would not impact forest land or forestry resources and would not result in the loss of forest land or conversion of forest land to non-forest use. There would be no impact.

NO IMPACT

- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

As discussed under *Impact a.* through *d.*, the City is highly urbanized and does not contain Farmland or forest land. Therefore, the proposed project would not involve other changes in the existing environment which could result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

West Hollywood is located in the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met, and, if they are not met, to develop strategies to meet the standards. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of State and federal air quality standards. Emissions generated by the proposed Housing Element Update would include temporary construction emissions and long-term operational emissions.

Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM10) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. Construction emissions could exceed SCAQMD significance thresholds.

Long-term emissions associated with operational impacts would include emissions from vehicle trips, natural gas and electricity use, landscape maintenance equipment, and consumer products and architectural coating associated with development within the City. Emissions could exceed SCAQMD significance thresholds. Long-term vehicular emissions could also result in elevated concentrations of carbon monoxide (CO) at congested intersections in the vicinity of the City.

Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors include land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas.

Impacts related to both temporary construction-related air pollutant emissions and long-term emissions may be potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The occurrence and severity of potential odor impacts depends on a number of factors, including the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location, each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

The Housing Element Update would facilitate the creation of additional housing units in an urbanized area with existing residential and commercial uses. Construction activities for reasonably foreseeable new development under the proposed project may produce temporary odors. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, and architectural coatings. Such odors would disperse rapidly from the individual project sites, generally occur at magnitudes that would not affect substantial numbers of people and would be limited to the construction period. Furthermore, construction would be required to comply with SCAQMD Rule 402, which regulates nuisance odors. Accordingly, the construction of future development under the proposed project is not anticipated to create objectionable odors affecting a substantial number of people and impacts would be less than significant.

SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are not identified on this list. Reasonably foreseeable development under the Housing Update would be residential, which is not considered a major generating source of odor and would not create objectionable odors to surrounding sensitive land uses. Therefore, potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special Status Species

Special status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those considered “Species of Concern” by the USFWS; those listed or candidates for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); animals designated as “Fully Protected” by the California Fish and Game Code (CFGF); animals listed as “Species of Special Concern” (SSC) by the CDFW; CDFW Special Plants, specifically those with California Rare Plant Ranks (CRPR) of 1B, 2, 3, and 4 in the CNPS’s Inventory of Rare and Endangered Vascular Plants of California (CNPS 2020); and birds identified as sensitive or watch list species by the Los Angeles County Sensitive Bird Species Working Group (2009).

The City of West Hollywood contains approximately 15 acres of parks as well as landscape areas such as street medians, parkways, and other green areas throughout the City that provide wildlife habitat (West Hollywood 2011a). Urbanization in the City has substantially reduced the abundance and diversity of biological resources. In addition, West Hollywood is surrounded by other areas of development within the cities of Beverly Hills and Los Angeles.

The Housing Element Update would prioritize development of new housing on infill sites in areas previously developed. Reasonably foreseeable future development under the proposed project would be primarily concentrated on underutilized sites that have been previously developed and disturbed. In addition, proposed developments may be required to assess potential presence of sensitive biological resources on a specific property prior to approval. Given the lack of suitable habitat to support special status species in already developed and disturbed areas where additional housing is likely to be proposed and concentrated, reasonably foreseeable development under the Housing Element Update is not expected to result in significant adverse impacts to special status species or the habitats that support them.

Nesting Birds

While the Housing Element Update would not propose or require the construction of new development, the proposed project could allow for the development of new housing, construction for which could occur during the bird nesting season, which is generally from March 1 through August 31 and begins as early as February 1 for raptors. Housing sites would be within existing developed areas of the City that include vegetation and trees could support bird nesting. As such, potential construction impacts resulting in vegetation trimming or removal during the nesting season would have the potential to disturb active nests, either directly (e.g., injury, mortality, or disruption of normal nesting behaviors) or indirectly (e.g., construction noise, dust, and vibration from equipment). Therefore, construction activities and post-construction vegetation maintenance could result in impacts to nesting birds and raptors and mitigation would be required. With implementation of Mitigation Measure BIO-1, potential impacts would be less than significant, and no further analysis is warranted.

Mitigation Measures

BIO-1 Nesting Bird Avoidance and Minimization Efforts

If project construction activities occur during the avian nesting season (between February 1 and September 15), a qualified biologist shall conduct a pre-construction survey for nesting birds no more than 14 days prior to construction. The survey shall include the entire project site and a 500-foot buffer to account for nesting raptors. If active nests (nests with eggs or chicks) are found, the qualified biologist shall establish an appropriate species-specific avoidance buffer of sufficient size to prevent disturbance by project activity to the nest (up to 500 feet for raptors, up to 50 feet for all other bird species). All avoidance buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the adults and young have fledged from the nest and are no longer reliant on the nest site. The qualified biologist shall have authority to order the cessation of project activities if the nesting birds exhibit atypical behavior that may cause nest failure (nest abandonment and loss of eggs and/or young) until a new avoidance buffer is established. The qualified biologist shall confirm that breeding/nesting is completed and that the young have fledged prior to the removal of the buffer.

Prior to the start of construction, a report of the nesting bird survey results shall be prepared by a qualified biologist and submitted to the City for review and approval. If active nests are found, a qualified biologist shall prepare a nest monitoring report at the time the active nest(s) has/have become inactive. The report shall be submitted to the City and will document the methods and results of any monitoring that occurred, any alteration made to nest buffers, and the final status of the nest (i.e., successful fledging of the nest, nest depredation, nest failure due to construction activity, etc.).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Plant communities are considered sensitive biological resources if they have limited distributions, high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW maintains a list of sensitive plant communities (California DFW 2019a). Because the City of West Hollywood is highly urbanized, it is unlikely to contain any sensitive plant communities. In addition, according to the U.S. Fish and Wildlife's National Wetlands Inventory (NWI) there are no riparian habitats or federally protected wetlands located within the boundaries of West Hollywood (NWI 2020). The nearest wetland would be the Ballona Creek approximately 4 miles south from the City.

There are ten California Protected Areas within the City, which include the Beverly Gardens Park, Kings Road Park, Formosa Park, Laurel Park, Havenhurst Park, West Hollywood Park, Plummer Park, and William S Hart Park, Sal Guarriello Veterans' Memorial Fountain, and Fairfax High School Park. None of the sites identified in the Site Inventory is located on these California Protected Areas.

Reasonably anticipated development resulting from the Housing Element would not directly or indirectly impact sensitive natural communities or riparian habitat. The introduction of housing would occur in an urbanized area with existing residential and commercial uses, which generally do not support sensitive natural communities and riparian habitats. As a result, additional housing units under the proposed project are not expected to result in significant adverse impacts to sensitive natural communities or riparian habitats.

NO IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines.

Habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas in such a way that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another, as in the fragmentation of habitats within and around “checkerboard” residential development. Habitat fragmentation also can occur when a portion of one or more habitats is converted into another habitat, as when annual burning converts scrub habitats to grassland habitats.

Much of the land in West Hollywood has been converted from open space to residential, commercial, and recreational uses, resulting in habitat fragmentation. There are no regional wildlife habitat linkages or described wildlife movement in the City (Los Angeles County 2009). While there are small fragments of open space and approximately 15 acres of parkland in West Hollywood, it is unlikely for wildlife movement to occur in these areas due to their small size and existence in a highly urbanized area. West Hollywood is surrounded by residential and commercial development and is not situated to form a link between blocks of intact habitat.

Reasonably foreseeable development under the Housing Element Update would be primarily concentrated on sites that have been previously developed and disturbed. Likewise, the encouragement of dense development on infill sites under the proposed project would not result in impacts to potential local wildlife movement. As a result, the Housing Element Update is not expected to result in significant adverse impacts to wildlife corridors or nursery sites. No impact would occur.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Significant Ecological Areas

According to Los Angeles County's Department of Regional Planning (DRP) Significant Ecological Areas Program, West Hollywood does not include an SEA within its boundary. The nearest SEA is the Santa Monica Mountains, located approximately 2 miles northeast of the City's boundary (LA County 2009). Reasonably anticipated development resulting from the Housing Element Update is not expected to result in significant adverse impacts to SEAs given the City's location and absence of SEA.

Protected Trees and Heritage Trees

Although the City of West Hollywood is a highly developed urban area and surrounded by urbanized uses, there are trees located within the City. The City of West Hollywood Municipal Code Section 11-36-010 states that it is unlawful to remove or destroy trees on public property without approval and permits from the Director of Public Works. Furthermore, no permit to remove a tree would be issued without the agreement to replace the removed tree with another tree of a type and quality to be determined by the Director.

If future development resulting from the implementation of the proposed Housing Element Update includes the removal of trees on City property (including street trees), the plans will be reviewed by the City and required to comply with the WHMC. Therefore, potential conflicts with local policies or ordinances would result in less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The Natural Community Conservation Act (NCCA) (CFGC Chapter 10, Division 3, Sections 2800 et seq.) was enacted in 1991. The NCCA is administered by CDFW. The goal of this Act is to identify and secure habitat areas for protection of biodiversity. Habitat areas are identified by CDFW, and plans are prepared for habitat protection. When a development project is proposed, a determination is made concerning the potential impacts of the project on biodiversity and the best means of avoiding or mitigating them. NCCA allows local, State, or federal agencies to enter into agreements with public and private entities to implement a "natural community conservation plan" (NCCP), e.g., habitat and species protection within a specified geographic area. Participation in an NCCP does not exempt a development project from CEQA. Mitigation measures pursuant to CEQA may, as an alternative, include participation in an NCCP in order to reduce the burden for on-site mitigation.

Habitat Conservation Plans (HCPs), designated under the FESA Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed or eligible under the act and detail how those impacts will be minimized or mitigated; and how the HCP is to be funded (USFWS 2020).

The project is not located within any approved local, regional, or state Habitat Conservation Plan or Natural Community Conservation Plan (California DFW 2019b). Therefore, no impacts would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

In West Hollywood, there are 17 buildings and one historic district listed in the National Register of Historic Places. On a local level, as of 2010, 77 buildings have been designated as West Hollywood Cultural Resources and there are six historic districts and groups including Harper Avenue, Courtyard, Craftsman, and Old Sherman Districts and the Lingengbrink Commercial and Plummer Park Apartment Groupings (West Hollywood 2011a).

The Housing Element Update would prioritize the development of new housing on previously developed infill sites. Some of these infill sites may contain historic structures or resources, eligible for listing in the CRHR, the demolition or alteration of which could constitute a significant impact. Therefore, reasonably foreseeable future development under the Housing Element Update has the potential to impact historical resources and this issue will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The Housing Element Update would prioritize the development of new housing within areas that have previously been developed and disturbed. Therefore, it is likely that on future development sites under the proposed project prior grading, construction, and modern use of the sites would have either removed or destroyed archaeological resources within surficial soils. Nonetheless, there is the potential for archaeological resources to exist below the ground surface throughout the City, which could be disturbed by grading and excavation activities associated with new housing development. Therefore, reasonably foreseeable development under the Housing Element Update

has the potential to impact archaeological resources and this issue will be discussed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate. In 2018, California consumed 681 million barrels of petroleum, 2,137 billion cubic feet of natural gas, and one million short tons of coal in 2018 (United States Energy Information Administration [EIA] 2020). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2020).

Most of California's electricity is generated in-state with approximately 30 percent imported from the northwest and southwest in 2018. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (California Energy Commission 2019). Adopted on September 10, 2018, Senate Bill (SB) 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline is the most used transportation fuel in California with 15.6 billion gallons sold in 2018 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2019). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (California Energy Commission 2016).

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The Housing Element Update would prioritize the development of new housing within urbanized and previously developed areas. Reasonably foreseeable new development under the proposed project would consume energy during construction and operation through the use of petroleum fuel, natural gas, and electricity, as further addressed below.

Construction

Energy use during construction associated with reasonably foreseeable new development under the Housing Element Update would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to construction trailers or electric construction equipment. Energy use during the construction of individual projects would be temporary in nature, and equipment used would be typical of construction projects in the region. In addition, construction contractors would be required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction activities associated with reasonably foreseeable new development under the proposed project would be required to utilize fuel-efficient equipment consistent with State and federal regulations and would comply with State measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, individual projects would be required to comply with construction waste management practices to divert 80% of construction and demolition debris. Developers would be required to complete the Construction and Demolition Waste Management Plan Form and use City-approved haulers to remove mixed construction debris in accordance with the standards set by the Department of Public Works.

These practices would result in efficient use of energy during construction of future development under the proposed project. Furthermore, in the interest of both environmental awareness and cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, future construction activities associated with reasonably foreseeable new development under the Housing Element Update would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Operation

Long-term operation of new housing developed in accordance with the Housing Element Update would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. As previously discussed, the Housing Element Update includes new development in previously developed areas of West Hollywood that are already served by energy providers. Electricity service in the City is provided by Southern California Edison. Southern California Gas Company (SoCal Gas) provides natural gas services to residents and businesses in the City.

New development under the Housing Element Update would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations), and the City's Green Building Standards Code (WHMC Chapter 13.24). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. This Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures.

The California Green Building Standards Code sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. New developments would also be expected to comply with the West Hollywood Green Building Manual, which contains mandatory measures for residential and non-residential uses, particularly those related to energy efficiency (i.e., energy efficient outdoor lighting, energy benchmarking, etc.).

In addition, the Housing Element Update would prioritize developing new housing units in close proximity to high quality transit areas and existing commercial/retail, recreational, and institutional land uses, which would reduce trip distances and encourage the use of alternative modes of transportation such as bicycling and walking. These factors would minimize the potential of the proposed project to result in the wasteful or unnecessary consumption of vehicle fuels. As a result, operation of new housing under the Housing Element Update would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

In 2007, the City of West Hollywood adopted one of the nation's first mandatory green building ordinances. A key component of the West Hollywood Green Building Program is the Green Building Point System for new construction, which offers incentives for projects that achieve exemplary status across a range of sustainable measures. In 2011, the City also adopted a Climate Action and Adaptation Plan (CAAP) as an implementation measure of the General Plan 2035. This plan identifies community and municipal strategies to reduce greenhouse gas (GHG) emissions and improve sustainability within municipal operations and the community as a whole. The plan includes both renewable energy and energy efficiency goals, as well as the expansion of public transportation and bike paths throughout the city (West Hollywood 2011). The City is in the process of updating the CAAP with new climate and energy reducing actions.

In addition, LADWP, which provides water service to the eastern side of the City, will continue to implement programs to emphasize water conservation and pursue procurements of alternative local water supplies, including recycled water and storm water capture, which would reduce energy consumed by treating and transporting water.

Facilitating housing development in proximity to transit and job centers along with regulatory compliance, would ensure that the proposed project would not conflict with renewable energy and energy efficiency plans adopted by the City. As such, the Housing Element Update would not conflict with or obstruct a plan for renewable energy or energy efficiency, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

West Hollywood is located in a seismically active region of southern California. Moderate to strong earthquakes can occur on numerous local faults. Southern California faults are classified as “active,” “potentially active,” or “inactive.” Faults from past geologic periods of mountain building that do not display any evidence of recent offset are considered “potentially active” or “inactive.” Faults that have historically produced earthquakes or show evidence of movement in the past 11,000 years are known as “active faults.”

The active Hollywood Fault runs through the City and is capable of producing surface fault rupture during a future earthquake (West Hollywood 2011a). According to the DOC, the Hollywood Fault runs east to west for approximately 3 miles along the northern boundary of the City (2020b). Therefore, reasonably foreseeable residential development under the Housing Element Update could occur in areas with the potential for fault rupture and associated risk of loss, injury, or death. However, potential projects would not involve mining operations that require deep excavations thousands of feet into the earth, or boring of large areas that could create unstable seismic conditions or stresses in the Earth’s crust. As such, reasonably foreseeable development under the Housing Element Update would not directly or indirectly cause or increase potential substantial adverse effects involving the rupture of a known earthquake fault.

LESS THAN SIGNIFICANT IMPACT

- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

The Hollywood Fault runs through the City and would be capable of producing strong seismic ground shaking in the event of an earthquake. In addition, the City is located in the highly seismic Southern California region where several fault systems are considered to be active or potentially active. Reasonably foreseeable development projects within the City may be subject to ground shaking in the event of an earthquake originating along one of the faults designated as active or potentially active in the vicinity of West Hollywood. Nearby active faults include the Hollywood Fault, the Santa Monica Fault, the Newport-Inglewood Fault Zone, the Raymond Fault, the Verdugo Fault, and the San Fernando Fault.

However, this hazard is common throughout California and the proposed development would pose no greater risk to public safety or destruction of property than is already present for the region. Development in West Hollywood is required to adhere to the Uniform Building Code (UBC) and California Building Code (CBC). The UBC and CBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking. The impact to people, buildings, or structures on potential project sites from strong seismic ground shaking would be reduced by the required conformance with applicable building codes, and accepted engineering practices. Impacts would be less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low density, fine, clean sandy soils; and strong ground motion.

Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

According to the DOC Earthquake Zones of Required Investigation map, portions of the City are at risk of seismically induced liquefaction (2020b). As mentioned above, development in West Hollywood is required to adhere to the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with City and State building codes would reduce seismic ground shaking impacts with current engineering practices and the project would not exacerbate liquefaction potential in the area. As such, the project would not directly or indirectly cause substantial adverse effects from liquefaction risk and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes. The topography of the City of West Hollywood is generally flat, although it is situated within the foothills of the Hollywood Hills. According to the DOC Earthquake Zones of Required investigation map, the majority of the City is not located in a landslide zone. However, several single-family residential parcels located between Larrabee Street and Sherbourne Drive, north of Shoreham Drive in the northeast portion of the City have been identified as potential areas for landslides (DOC 2020b).

Reasonably foreseeable development under the Housing Element Update within the landslide zones mentioned above would be required to comply with WHMC 19.32.020 and submit a soils report by a registered civil engineer to the satisfaction of the Building Official before issuance of a building permit.

While the area subject to earthquake induced landslides is relatively small in relation to the City, if future development under the Housing Element update were to occur in a landslide area, it would be subject to further study and approval. Therefore, impacts related to landslides would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil erosion or the loss of topsoil may occur when soils are disturbed but not secured or restored, such that wind or rain events may mobilize disturbed soils, resulting in their transport offsite. The Housing Element Update would emphasize the development of new housing units on previously disturbed, infill areas. Ground-disturbing activities associated with planned residential buildings

under the Housing Element would have the potential to result in the removal and erosion of topsoil during grading and excavation. Construction activities that disturb one or more acres of land are subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit process, which would require development of a Stormwater Pollution Prevention Plan (SWPPP) that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil material.

Because the Housing Element Update would prioritize new housing in areas that are already built out, the potential for erosion would primarily be limited to temporary effects of possible topsoil loss at future project construction sites. For construction activities, Section C of WHMC Article 19.20.190, *Storm Drainage and Storm Water Runoff*, requires owners or developers to implement stormwater pollution control requirements for construction activities depicted in the project plans, which are subject to approval by the City Engineer. Construction activities would also be required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution.

Therefore, erosion from demolition and construction activities associated with reasonably foreseeable development under the Housing Element Update would be controlled through implementation of the requirements and BMPs contained in existing regulations, including the NPDES Construction General Permit and WHMC. Furthermore, BMPs for post-construction erosion and sediment control would remain in effect, which would improve future erosion conditions. Compliance with the regulations discussed above would reduce the risk of soil erosion from construction activities such that there would be minimal change in risk compared to current conditions with existing development and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Impacts related to landslides and liquefaction are addressed under *Impacts a.3.* and *a.4.*; therefore, this discussion focuses on impacts related to unstable soils as a result of lateral spreading, subsidence or collapse. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground. The City of West Hollywood may be susceptible to subsidence from groundwater withdrawal as a result of drought conditions and declining groundwater levels.

The Housing Element Update would prioritize development of housing on infill sites within the City which may contain underlying unstable soils. Because reasonably foreseeable development under the proposed project would primarily involve infill development, development under the proposed project would not affect existing conditions related to unstable soils, unless improperly constructed. Future development would be required to comply with the CBC's minimum standards for structural design and site development. The CBC provides standards for excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soils strength loss. Thus, CBC-required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans

can achieve an acceptable degree of soil stability to address site-specific soil conditions. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils. In addition, although reasonably foreseeable development under the Housing Element Update would potentially be subject to these hazards, it would not increase the potential for lateral spreading, subsidence, or collapse. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Soils that volumetrically increase (swell) or expand when exposed to water and contract when dry (shrink) are considered expansive soils. A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are generally less suitable or desirable for development than non-expansive soils because of the necessity for detailed geologic investigations and costlier grading applications.

The Housing Element Update would prioritize development of housing on infill sites in the City that may contain underlying expansive soils. Because reasonably foreseeable development under the Housing Element Update would primarily involve infill development, development under the proposed project would not substantially increase the potential exposure to or extent of expansive soils within the City. Furthermore, future projects under the Housing Element would be subject to WHMC regulations that require the submission of a soils report and all appropriate recommendations by a registered civil engineer before the issuance of building permits within liquefaction susceptibility zones. The CBC, which is based on the Uniform Building Code, has been modified for California conditions with numerous more detailed and/or more stringent regulations. If expansive soils are detected based on a preliminary soil report, the CBC requires the preparation of a soil investigation prior to construction and incorporation of appropriate corrective actions to prevent structural damage, to be determined on a project-by-project basis. Consequently, there would be minimal change in the exposure of people or structures to risks associated with expansive soils and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Housing Element Update would emphasize the development of additional housing units in urban infill sites which would be served by existing infrastructure. New development under the proposed project is not anticipated to include the use of septic systems. Therefore, there would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The City of West Hollywood is mapped at a scale of 1:100,000 by Yerkes and Campbell (2005) and includes three mapped geologic units at ground surface: Quaternary young (Holocene) alluvial-fan deposits (Qf), Quaternary young (Holocene) alluvium (Qyf), and Mesozoic (Late Cretaceous) granitic

rocks (Kgr). Mesozoic (Late Cretaceous) granitic rocks (Kgr), mapped along the northern border of West Hollywood, have no paleontological sensitivity since the physical parameters of their formation are not conducive to fossil preservation. Quaternary young (Holocene) sedimentary deposits (Qyf, Qf) are too young to preserve fossil resources as defined by SVP standards (2010) (i.e., deposits that are less than 5,000 years old cannot, by definition, contain fossils). Holocene sedimentary deposits are assigned a low paleontological sensitivity at the surface; however, these units grade downward into older, potentially fossiliferous alluvial deposits of Pleistocene age (e.g., Qoa), which have a high paleontological sensitivity. As shown in Figure 5 below, most of the City has no or low paleontological sensitivity. A portion of the eastern corner of the City has high paleontological sensitivity.

The Housing Element Update would prioritize the development of new housing on infill sites in the City that have previously been developed and disturbed. There is the potential for paleontological resources to exist below the ground surface throughout the City. As shown in the Project Description in Figure 4, only one site identified in the Housing Element Update is located within the high paleontological sensitivity area. While the majority of the identified sites are located in low sensitive paleontological areas and individual development projects would be reviewed on a case by case basis, there is the potential for unanticipated discovery of paleontological resources during construction activities for the development of housing as a part of this project. Implementation of Mitigation Measure GEO-1 would require provisions halt work and assess any potential paleontological resource found during construction, which would reduce impacts to less than significant.

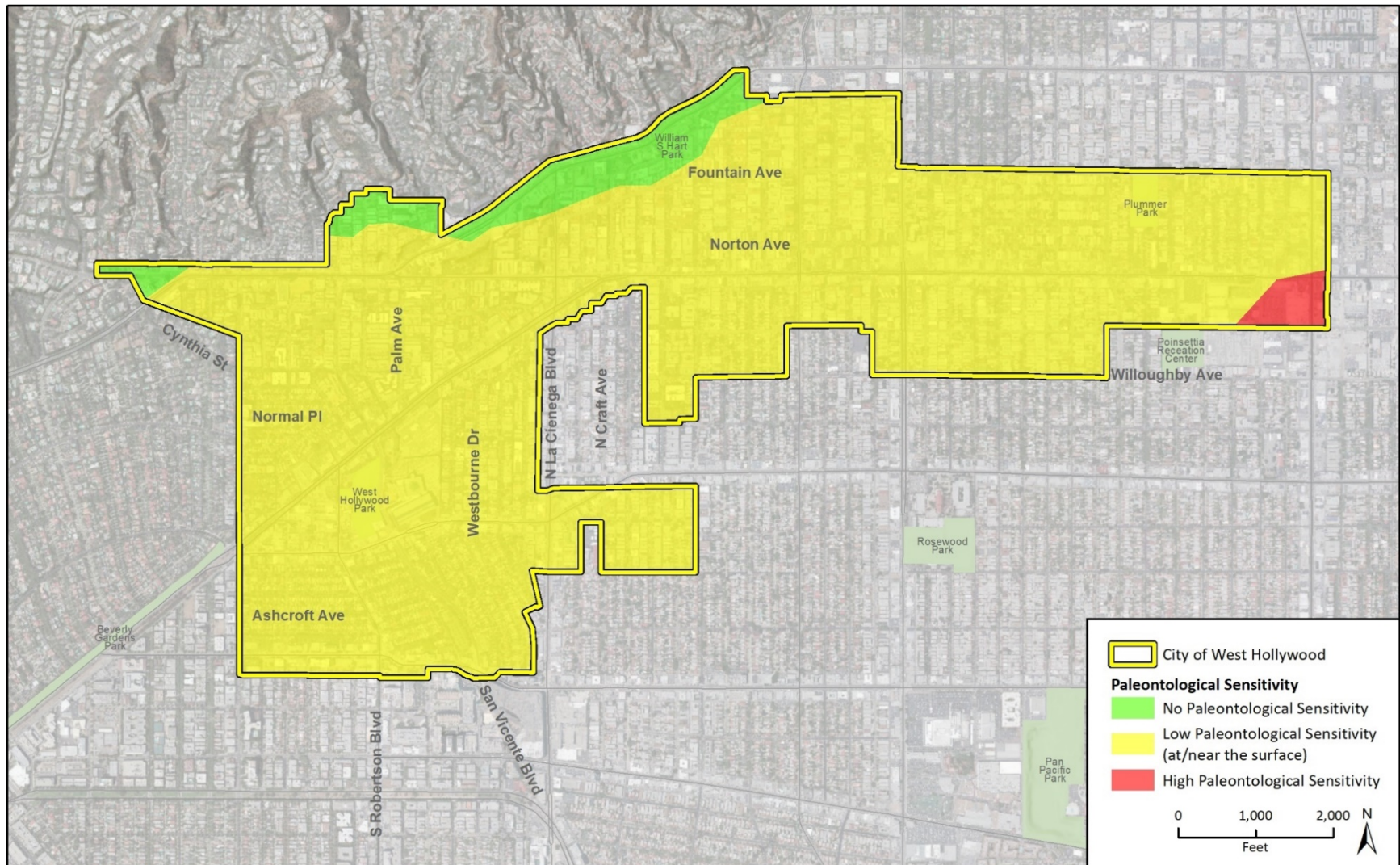
Mitigation Measures

GEO-1 Unanticipated Discovery

If a paleontological resource is discovered at any time during earthmoving activities, the construction contractor shall ensure that all construction activities in the immediate area of the find are halted and diverted, and the City is contacted. A qualified paleontologist shall be retained (if not done so already) to evaluate the discovery. The paleontologist shall have the authority to temporarily direct, divert or halt construction activity around the find until it is assessed for scientific significance and collected to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County [NHMLAC]) along with all pertinent field notes, photos, data, and maps.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Figure 5 West Hollywood Paleontological Sensitivity



Basemap provided by ESRI and its licensors © 2021.
Additional data provided by County of Los Angeles, 2020.

Fig. 5 Paleontological Sensitivity

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Reasonably foreseeable new development under the Housing Element Update would generate GHG emissions during construction through the use of petroleum-fueled construction equipment and worker vehicle trips to and from construction sites. Operation of new housing units under the Housing Element Update would generate GHG emissions through the use of electricity and natural gas, vehicle trips of occupants, waste generation, water use, and wastewater generation.

Emissions could potentially conflict with local and regional plans adopted for the purpose of reducing GHG emissions, including the regional Sustainable Communities Strategy (SCS), the 2011 West Hollywood Climate Action Plan (CAP), and the goals and policies of the Infrastructure, Resources, and Conservation Element in the West Hollywood General Plan. Impacts related to GHG emissions would be potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The Housing Element Update would prioritize the development of new housing on urban infill sites. Construction associated with reasonably foreseeable future development under the Housing Element Update would involve the use of potentially hazardous materials, such as vehicle fuels and fluids, that could be released should a leak or spill occur. However, contractors would be required to implement standard construction BMPs for the use and handling of such materials to avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of future development in accordance with the proposed project would be required to comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials. Likewise, the transport, use, and storage of hazardous materials during future construction would be required to comply with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22.

Housing is not a land use typically associated with the use, transportation, storage, or generation of significant quantities of hazardous materials. Operation of new housing developed under the proposed project would likely involve an incremental increase in the use of common household hazardous materials, such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in regular property and landscaping maintenance. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials. Therefore, upon compliance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials, potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of development projects under the Housing Element Update would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

As described under *Impact a.*, above, the transport, use, and storage of hazardous materials during the construction of future housing under the proposed project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22. However, there is the potential for future construction to involve the demolition or alteration of structures that may contain asbestos and/or lead-based paint (LBP), which could pose hazards to receptors at adjacent land uses. Furthermore, because the Housing Element Update would emphasize development on infill sites within urban areas, there is the potential for future development to occur on project sites where hazardous materials were once used or stored and have the potential to contain contaminated soils, the disturbance of which could pose hazards to receptors at adjacent land uses. Therefore, impacts related to the release of hazardous materials would be potentially significant and will be studied further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

There are approximately has eleven schools within the city limits and over twenty additional schools within the surrounding mile outside of the city including but not limited to West Hollywood Elementary, West Hollywood College Preparatory School, and Pacific Hills. As discussed above, operation of the proposed Project would not involve the use or transport of large quantities of hazardous materials. However, due to the schools located within and near the City, and the potential for release of contamination during the construction period, this impact is potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Implementation of the Housing Element Update may involve the alteration, intensification, and redistribution of land uses. Future development under the proposed project could occur on hazardous materials sites. Residential construction under the Housing Element Update could lead to a significant hazard to the public or environment by exposing future residents to potential contamination if not properly identified. Therefore, this impact will be further discussed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The City of West Hollywood is not located within an airport land use plan, or within two miles of a public or private airstrip. The closest airport is the Santa Monica Airport located approximately six miles southwest of the City. The Housing Element Update would not result in a safety hazard for people residing or working in the City, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The City of West Hollywood SEMS/NIMS Emergency Response Plan identifies the evacuation routes within the City. These routes typically parallel major north-south and east-west corridors such as Santa Monica Boulevard and Sunset Boulevard (West Hollywood 2017). Reasonably foreseeable development under the Housing Element Update would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the City police department and fire departments.

Construction activities associated with reasonably foreseeable new development under the Housing Element Update could interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way, due to temporary construction barricades or other obstructions that could impede emergency access. However, temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which requires a traffic control plan subject to City review and approval. Development and implementation of these plans for all construction activity would minimize

potential impacts associated with the impairment or physically interference with adopted emergency response or evacuation procedures.

In addition, increased housing development density in accordance with the Housing Element Update could result in additional traffic on area roadways. However, the goals, objectives, and policies of the City's Emergency Response Plan and the Los Angeles County Operational Area Emergency Response Plan (ERP) provide guidance during unique situations requiring an unusual or extraordinary emergency response. Implementation of the ERP would involve coordination with all the facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures.

As part of standard development procedures, plans would be submitted for review and approval to ensure that all new development has adequate emergency access and escape routes in compliance with existing City regulations. Furthermore, the Housing Element Update would not introduce any features or policies that would preclude implementation of or alter these policies or procedures. Therefore, impacts related to emergency response plans and emergency evacuation plans would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

As further discussed in Section 20, *Wildfire*, the City is in an urbanized area that is not located in a very high fire hazard severity zone as mapped by the California Department of Forestry and Fire Protection (CalFIRE 2020). In addition, reasonably foreseeable housing developed under the Housing Element Update would be required to be constructed according to the Uniform Building Code requirements for fire-protection and would be subject to review and approval by the Los Angeles County Fire Department (LACFD). Therefore, future development under the proposed project would not be anticipated to pose a substantial risk to people or structures due to wildland fires. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Housing Element Update would encourage new residential development on infill sites within the City. Construction of reasonably foreseeable new development under the Housing Element Update could potentially impact surface or ground water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

West Hollywood is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB), which is responsible for the preparation and implementation of the water quality control plan for the Los Angeles Region. Section 90 of WHMC Chapter 15.56., *Storm Water and Urban Runoff Pollution Control*, requires owners or developers to implement stormwater pollution control requirements for construction activities. In addition, Regulations under the Federal Clean Water Act require compliance with the National Pollutant Discharge Elimination System (NPDES) storm water permit for projects disturbing more than one acre during construction. Operators of a construction site would be responsible for preparing and implementing a SWPPP that outlines project specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. Typical BMPs include covering stockpiled soils, installation of silt fences and erosion control blankets, and proper handling and disposal of wastes. Compliance with these regulatory requirements would minimize impacts to water quality during the construction of future projects under the Housing Element Update.

Compliance with federal, State, and local regulations would reduce impacts resulting from reasonably foreseeable new development under the Housing Element Update to a less than significant level. Furthermore, the Housing Element Update would not introduce any features that would preclude implementation of or alter these policies and procedures in any way. Therefore, implementation of the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Implementation of the Housing Element Update would utilize water for construction, operations, and landscape maintenance. The City of West Hollywood is in the jurisdiction of both Los Angeles Department of Water and Power (LADWP) and Beverly Hills Water, and water supply requirements for the Housing Element Update would be met by the LADWP and Beverly Hills. LADWP's sources of water include water purchased from the Metropolitan Water District of Southern California (MWD), imported surface water, and local groundwater. Beverly Hills Water receives their supply from MWD and groundwater pumped from the Hollywood Ground Basin. Because a portion of both providers' water supply is from groundwater resources, groundwater could potentially be a source in supplying water to the project site. While reasonably foreseeable residential development under the Housing Element Update could increase demand for both LADWP and Beverly Hills water by increasing residential density, this demand would need to be met in a number of ways other than increasing groundwater withdrawal, such as increasing the amount of water purchased from the MWD of Southern California, implementing water conservation measures, increasing use of recycled water, and/or implementing groundwater recharge projects. In addition, as discussed in Section 19, *Utilities and Service Systems*, the water forecasting used in the LADWP 2015 Urban Water

Management Plan (UWMP) and Beverley Hills Water 2015 UWMP is based on existing land use patterns, which the Housing Element Update is not changing. Therefore, the water demand from the Housing Element Update is already considered in the UWMP supply and demand projections.

Future housing development would not substantially increase the amount of impervious surface in the City because the Housing Element Update would prioritize development on infill areas that are already urbanized and largely covered with impervious surfaces; therefore, the proposed project would not interfere substantially with groundwater recharge. Implementation of the Housing Element Update may provide some benefits to groundwater recharge by replacing older development with new development subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces associated with new development.

Potential construction activities associated with future residential development under the Housing Element Update, such as excavation for subterranean parking lots and foundation-laying for tall buildings, could potentially extend into the underlying groundwater table. Construction activities overlying areas with shallower groundwater depth could expose groundwater resources to contamination. However, the risk of groundwater contamination during construction is minimal and would most likely occur due to spills or leaks from equipment or materials used in construction. Developers of individual project sites one acre or more in size are also required to prepare a SWPPP, which includes BMPs to prevent contamination of stormwater and runoff during construction. Typical construction BMPs to prevent stormwater contamination would also prevent contamination of groundwater resources, as exemplified by the following BMPs:

- Construction equipment and vehicles shall be properly maintained.
- All materials shall be properly stored and transported.
- Fuels will be stored in secure areas.

With implementation of appropriate construction BMPs, the impact of reasonably foreseeable development under the Housing Element Update on groundwater resources would be minimized and impacts to groundwater supplies and sustainable groundwater management would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

The Housing Element Update would prioritize new housing development on infill sites within the City. Under existing conditions, the infill sites prioritized for new housing development would be almost entirely paved and/or developed with structures. Therefore, reasonably foreseeable new residential development under the Housing Element Update would not be anticipated to substantially alter drainage patterns. Consequently, growth under the proposed project would not alter the drainage pattern of the City to an extent that would result in substantial erosion, siltation, or flooding on- or off-site.

Although implementation of the Housing Element Update would promote increases in housing in the City of West Hollywood, it is not expected to result in substantial additional sources of polluted runoff. The proposed project plans for and implements policies and programs to meet the City's fair share of the regional housing need, and residential uses are not associated with high levels of stormwater pollution. Examples of contaminants associated with these uses include garbage, leaked vehicle fuels, and household products.

As discussed under *Impact a.* of this section, future construction activities would be required to include BMPs to prevent stormwater contamination and reduce runoff, pursuant to WHMC Chapter 15.56.090, and potentially the NPDES General Construction Permit depending on the size of future development projects. BMPs and the SWPPP would be required to reduce polluted runoff from the Project site by retaining, treating, or infiltrating polluted runoff onsite, and integrate post-construction BMPs into the site's overall drainage system. These construction and erosion control practices would reduce the potential for adverse effects caused by excavation and general construction. Therefore, future development facilitated would not introduce substantial additional sources of polluted runoff.

Because implementation of the Housing Element Update would not substantially alter the existing drainage pattern and development and construction of future projects would be required to implement stormwater BMPs, future development under the proposed project would not generate a substantial increase in runoff that would result in substantial erosion, siltation, flooding on- or off-site, or increased polluted runoff. Impacts related to drainage and runoff would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs), the West Hollywood does not contain any Special Flood Hazard Areas (SFHA) contains areas subject to 100-year and 500-year floods. However, a Letter of Map Revision (LOMR) published in 2008, classifies a portion in the southwest area of the City as an area subject to 500-year floods. This area is south of Santa Monica Boulevard and west of La Cienega Boulevard (FEMA 2008). The FIRM was revised to reflect upgrades to flood protection due to the completion of the Los Angeles County Flood Control District's Holly Hills Storm Drain System (West Hollywood 2011a).

As discussed under *Impact c(i)*, *c (ii)*, and *c(iii)*, above, the Housing Element Update would emphasize development of new housing on infill sites in urban areas which are almost entirely paved and/or developed with structures. Therefore, reasonably foreseeable new residential development under the Housing Element Update would not be anticipated to substantially alter drainage patterns. Consequently, growth under the proposed project would not alter the drainage pattern of the Plan Area to an extent that would redirect or impede flood flows. Therefore, implementation of the Housing Element Update would not impede or redirect flood flows and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Seiches are large waves generated by ground shaking effects within enclosed bodies of water. Three reservoirs or dams surround the City of West Hollywood: Greystone Reservoir, Lower Franklin Dam, and Mulholland Dam. The eastern portion of the City is subject to Dam inundation by the Mulholland Dam, while several parcels in the southernmost portion of the city are subject to inundation from the Greystone Reservoir (West Hollywood 2011a).

Tsunamis are tidal waves generated by fault displacement or major ground movement. Since the City of West Hollywood is landlocked and is located over 8 miles from the Pacific Ocean, tsunamis are not considered a hazard.

As discussed under *Impact c(iv)*, above, a southwest portion of the City lies in a flood hazard zones subject to a 500-year flood.

The type of development expected to occur under the Housing Element Update is typical of urban environments. Reasonably foreseeable new housing under the proposed project would be concentrated on urban infill sites and would not substantially alter the overall development patterns in the City. The Housing Element Update would increase development capacity, thereby potentially increasing the number of people and structures exposed to potential flooding. However, this condition already exists, and the proposed project would not cause or accelerate existing flood hazards. Further, while there is the potential for flooding to impact portions of the City, as discussed under Section 9, *Hazards and Hazardous Materials*, future housing developments under the proposed project would not involve the storage or use of significant quantities of hazardous materials. Therefore, risks related to the release of hazardous materials due to inundation are minimal and the Housing Element Update would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Potential water quality and groundwater impacts associated with the Housing Element Update are discussed above under *Impacts a.* and *b.* The Housing Element Update would not contain any policies that would conflict with or obstruct implementation of the Los Angeles RWQCB water quality control plan. Furthermore, future residential development under the proposed project would be required to comply with the existing regulations discussed under *Impacts a.* and *b.* of this section, including during construction and operation, and would not otherwise substantially degrade water quality.

The City is within the Hollywood Subbasin, which is designated as a Very Low priority basin under the Sustainable Groundwater Management Act (SGMA). As such, the Hollywood Subbasin is not required to prepare a Groundwater Sustainability Plan (GSP) under SGMA and the proposed project would conflict with an adopted plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

Implementation of the Housing Element Update would prioritize the development of new housing on infill sites within areas of the City. Reasonably foreseeable development under the proposed project would occur in an already urbanized area and would not involve the construction of new roads, railroads, or other features that may physically divide established communities in the City. As discussed in the *Project Description*, goals, policies and objectives under the Housing Element Update would put a greater emphasis on preventing displacement and promoting housing stability to maintain and preserve the quality of the City's existing neighborhoods. Consequently, there would be no impact associated with the physical division of an established community.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project is the 2021-2029 West Hollywood Housing Element Update, which examines the City's housing needs, as they exist today, and projects future housing needs. This Housing Element Update focuses on addressing the City's housing needs by providing goals, policies and programs associated with associated with fair housing, the prevention of displacement, promoting housing stability, and the prevention of homelessness. The proposed project includes actions the City is undertaking to achieve its housing RHNA targets and also would implement SCAG's land use goals and policies by primarily placing new development in areas with access to transit and services, thus minimizing vehicle trips and GHG emissions.

Upon its adoption by the City, the Housing Element Update would serve as a comprehensive statement of the City's housing policies and as a specific guide for program actions to be taken in support of those policies. This Housing Element Update is strictly a policy document that encourages housing development in infill areas in accordance with the Land Use Element in the existing General Plan. Adoption of the Housing Element Update would not grant entitlements for any project and future development proposals that are intended to assist in meeting the City's projected housing need would be reviewed by the City for consistency with all adopted local and State laws,

regulations, standards and policies. Impacts related to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, Housing Element Update, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The Housing Element Update would prioritize new housing development on infill sites in urban areas of the City. Reasonably foreseeable new development under the proposed plan would primarily occur in existing commercial and residential areas, which are generally not compatible with mineral extraction. It is not anticipated that new development under the Housing Element Update would occur on lands presently in use for mineral extraction. Furthermore, the proposed project does not include any policies that related to mineral resources or conflict with existing General Plan policies and City ordinances regulating the conservation and use of mineral resources. Therefore, the proposed project would not result in a loss of availability of a known mineral resource and there would be no impact.

NO IMPACT

- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, Housing Element Update, or other land use plan?*

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to promote conservation and protection of significant mineral deposits. SMARA requires the State to identify and classify mineral deposits within the State as either: (1) containing little or no mineral deposits (MRZ-1), (2) significant deposits (MRZ-2) or (3) deposits identified but further evaluation needed (MRZ-3 and MRZ-4). The City primarily has a MRZ-1 designations, with areas in the hills to the north designated MRZ-3. Regardless of the designations, the proposed project would not any land use designations which identifies a locally important resource in a local plan.

As discussed under *Impact a.* of this section, the Housing Element Update would prioritize new housing development on infill sites within an urbanized area that primarily consists of commercial and mixed-use development, which are not considered compatible with mineral extraction. According to the West Hollywood General Plan Final Environmental Impact Report (FEIR) no state-

designated or locally designated mineral resource zones exist in the City (West Hollywood 2010). Furthermore, mineral resources in the City are subject to existing federal, State, and City policies and guidelines, implementation of which would ensure that any future development under the proposed project would result in less than significant impacts related to statewide and regional mineral resources.

LESS THAN SIGNIFICANT IMPACT

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	□	□	□
b. Generation of excessive groundborne vibration or groundborne noise levels?	■	□	□	□
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	■	□

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The Housing Element Update would facilitate development of new housing, the construction of which could generate temporary noise levels in excess of the standards in the City of West Hollywood Municipal Code and the Safety and Noise Element of the West Hollywood General Plan. In addition, according to the City's General Plan, new construction activities that generate noise are only permitted during the weekday hours of 8 A.M. and 7 P.M. and on Saturday only interior construction is permissible during those same hours. No construction activities are permitted at any time on Sundays and City holidays. The operation of new development under the Housing Element Update has the potential to generate vehicle trips to and from individual projects and include operational noise sources including, but not limited to, HVAC equipment and hauling/delivery vehicles. Operation of reasonably foreseeable development under the proposed project may have the potential to exceed operational thresholds for receiving land uses and sensitive receivers, if located nearby. Potential noise impacts related to substantial temporary or permanent increases in noise, in excess of City standards, could occur and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Reasonably foreseeable development under the Housing Element Update may result in excessive short- and/or long-term ground borne vibration or noise from construction or operation activities if located adjacent to sensitive receivers, such as residences, hospitals, schools, libraries, churches, or fragile buildings where vibration damage can occur. Issues related to ground borne vibration and ground borne noise will be evaluated in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

As discussed in Section 9, *Hazards and Hazardous Materials*, the City is over 6 miles from the Santa Monica Airport. The City is not located within the Airport Influence Area and is not located within the 65 dBA CNEL noise contour. Although overflight of aircrafts has the potential to expose people residing or working in the City to aircraft noise, this type of noise is common in urban areas. In addition, aircraft noise is intermittent and temporary. Therefore, potential impacts would be less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The Housing Element Update would emphasize the creation of new housing units within urban infill areas of West Hollywood, which could increase development density throughout the City. The Housing Element Update is planning for approximately 4,284 new residential units.

According to the California Department of Finance (DOF), the City of West Hollywood has a current population of 36,203 with an average household size of 1.53 (DOF 2020). Based on the average household size of 1.53, the increase of 4,284 residential units would generate a population increase of approximately 6,554 residents. However, this increase in the population would not exceed the regional population growth anticipated by the SCAG's 2020-2045 Regional Transportation Plan (RTP/SCS) as the Housing Element Update is not proposing any land use changes. SCAG's RTP/SCS regional growth projections are used in the methodology for allocating the RHNA within the metropolitan planning organizations. In addition, the Housing Element Update does not require changes in land use and anticipated growth is in line with the adopted General Plan.

The State requires that all local governments adequately plan to meet the housing needs of their communities. The proposed element provides appropriate guidance for the City's housing need. Therefore, the Housing Element would not induce substantial unplanned population growth in the City, as necessary to meet State housing law requirements. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Reasonably foreseeable development under the Housing Element Update would involve new development and redevelopment projects on infill sites. Redevelopment projects in particular may potentially result in the displacement of some existing housing units and residents. However, goals,

policies, and objectives included the Housing Element Update aim to prevent displacement and promote housing stability. In addition, the Housing Element Update would provide additional opportunities for housing by expanding areas where housing is allowed and a majority of the sites identified to accommodate these housing units are located in commercial areas with no existing residential units. The Housing Element Update is forecast to result in the increase of 4,284 units, and it is anticipated that any replacement housing need created by displacement of existing housing would be more than offset through implementation of the Housing Element Update. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Fire protection in the City is provided by the Los Angeles County Fire Department (LACFD). The LACFD, in conjunction with the Los Angeles County Board of Supervisors, reviews site plans, construction plans, and architectural plans prior to occupancy to ensure the required fire protection safety features, including building sprinklers and emergency access, are implemented. Development with modern materials and in accordance with current standards, inclusive of fire-resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance fire safety and would support fire protection services (Title 24, Cal. Code Regs. Part 9). The Los Angeles County Fire Department Station #7, located at 864 N San Vicente Boulevard, and LACFD Station #8, located at 7643 Santa Monica Boulevard, both service the City. As discussed in Section 14. *Population and Housing*, the Housing Element Update is consistent with regional growth projections and does not require changes in land use. The 2010 General Plan and Climate Action Plan EIR concluded impacts to fire services under the existing land uses would be less than significant with General Plan policies and implementation of Mitigation Measures 3.12-1 through 3.12-6. Since the Housing Element Update does not involve changes to land use and zoning maps or General Plan boundaries and

General Plan policies governing public services and mitigation measures of the 2010 EIR would remain in effect, impacts of the Housing Element Update on fire services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Law enforcement services in West Hollywood are provided by contract with the Los Angeles County Sheriff's Department (LACSD). Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The LACSD has established the West Hollywood Sheriff's Department and operates two stations: the headquarters for West Hollywood, located at 780 N. San Vicente Boulevard, and a sub-station at Universal City Walk. LASD has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments. The LASD has total staffing of approximately 18,000 fulltime employees, making it the largest Sheriff's Department in the world (LASD 2020). According to the City's 2035 General Plan FEIR (West Hollywood 2010), the City has a ratio of 3.6 sworn officers per 1,000 residents, which exceeds the average for cities in the Western United States of 1.7 officers per 1,000 residents.

As discussed in Section 14, *Population and Housing*, the Housing Element Update is consistent with regional growth projections and does not require changes in land use. The 2010 General Plan and Climate Action Plan EIR concluded impacts to police protection and facilities would be less than significant with existing General Plan policies and implementation of Mitigation Measures 3.12-1 through 3.12-8. Since the Housing Element Update does not involve changes to land use and zoning maps or General Plan boundaries and General Plan policies governing public services and mitigation measures of the 2010 EIR would remain in effect, impacts of the Housing Element Update on police protection services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The Los Angeles Unified School District (LAUSD) provides public school services to West Hollywood residents for grades kindergarten through 12. The City of West Hollywood has eleven schools within the city limits and over twenty additional schools within the surrounding mile outside of the city. As discussed in Section 14, *Population and Housing*, the net increase of 4,284 units could generate an increase of approximately 6,554 new residents, a portion of which would include school-aged children. Development under the Housing Element Update can affect the need for new or physically altered school facilities when residential dwelling units are constructed, and student population increases beyond existing capacity. However, any new residential project would be required to pay LAUSD Developer Fees to fund the reconstruction of school facilities to accommodate students generated from new development projects. New residential and commercial would be required to pay the current fees at the time of development; as of 2021 the fees are \$4.08 per square foot for

residential construction and \$0.66 per square foot for commercial/industrial construction (LAUSD 2020). Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the project's impacts under CEQA and no additional mitigation is required.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

As identified in the General Plan, as of 2010, the City contains six parks that total approximately 15 acres of parkland within the City (West Hollywood 2011). Plummer Park and West Hollywood Park are the two largest parks in the City. They each serve as recreational and cultural focal points for the community at large. The combination of increasingly high land prices and limited amount of vacant land has continued to make park acquisition and development challenging. However, the City continues to find creative ways to add new parks and public space, including long-term leading of public pocket park sites as part of private development projects. Since the General Plan was published, the City has opened Laurel Avenue Park, adding approximately 10,000 square feet of passive park space for public use.

As discussed in Section 14, *Population and Housing*, the net increase of 4,284 housing units would generate population growth in the City which, in turn, could increase demand for City parkland resources. However, as discussed in Section 16, *Recreation*, many of the housing units planned for in the Housing Element Update would accommodate existing residents and not lead to a population increase. In addition, individual housing developments under the Housing Element Update would need to provide dedicated parkland on the project site or be required to pay Quimby Fees to the City to develop new park and recreation facilities or upgrade/manage existing facilities based on new demand. Consistent with Parks and Recreation Element Policy PR-1.7, payment of park fees would offset impacts of increase park and recreation demand and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Housing Element Update would emphasize the creation of new housing units within urban infill areas of the City, which could increase demand for other public facilities, such as libraries. Impacts related to increased demand for other public facilities such as stormwater, wastewater, and utility facilities are discussed in Section 19, *Utilities and Service Systems*. New development can affect the need for new or physically altered libraries when residential dwelling units are constructed, and demand increases beyond existing capacity. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public

facilities (such as libraries), which would exceed the capacity available to serve the City, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment

The West Hollywood Library located at 625 N San Vicente Boulevard is operated by the Los Angeles County Library. Potential future residents would likely use the West Hollywood library, potentially increasing the number of library facility users. In addition, the Russian Language Public Library located at 7362 Santa Monica Boulevard is available to the population of Russian-speaking residents within and in the vicinity of the City. However, increased demand would be nominal because there are three additional libraries outside of the City within a 2-mile radius that would continue to accommodate the needs of the residents. Thus, an increase in potential residents from reasonably foreseeable new development projects under the Housing Element Update is unlikely to result in a substantial increase in annual visits to library facilities.

Implementation of the Housing Element Update is not expected to cause an exceedance of capacity at existing facilities or to generate a substantial demand for the community branch libraries serving the City, and it is unlikely that expansion or construction of new library facilities would be required. Since the Housing Element Update would not affect the need for new or physically altered public facilities, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Recreational amenities in West Hollywood include over 15 acres of parkland (West Hollywood 2011). Plummer Park and West Hollywood Park are the two largest parks in the City. They each serve as recreational and cultural focal points for the community at large and would serve the additional population from the Housing Element Update. As shown in Figure 8-1 in the City's Park and Recreation Element, the existing park system in the City is evenly spread out in the City, consistent with the Housing Element Update sites. Due to the built-out nature of the City, the Parks and Recreation Element states that small, passive, pocket parks may be some of the most feasible parks to add to the City in the future.

The City does not have an adopted parkland standard. According to the DOF there are an estimated 36,203 residents in the City of West Hollywood (DOF 2020). The Housing Element Update plans for 4,284 housing units which could add approximately 6,554 new residents to the City. This would be an 18 percent increase and would further increase the use and demand of existing neighborhood and regional parks. However, considering the housing shortage and need for housing in the City and surrounding region, many of the housing units planned for in the Housing Element Update would accommodate existing residents and not lead to a population increase. In addition, individual housing developments under the Housing Element Update would need to provide dedicated parkland on the project site or be required to pay Quimby Fees to the City to develop new park and recreation facilities or upgrade/manage existing facilities based on new demand. Consistent with Parks and Recreation Element Policy PR-1.7, payment of park fees would offset impacts of increase park and recreation demand and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Housing Element Update is a policy document that encourages housing opportunities in infill areas and future development proposals that are intended to assist in meeting the City's projected housing need. The Housing Element Update would not include the construction of recreational facilities and would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, any direct or indirect impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The Housing Element Update would emphasize the creation of new housing units within urban infill areas of the City, which may allow for development of currently undeveloped parcels and for alteration, intensification, or redistribution of existing residential land uses. This could result in increased traffic compared to existing conditions. Trips generated as a result of increased density or new development under the Housing Element Update have the potential to impact intersection and roadway segments throughout the City and contribute to cumulative traffic increases. The proposed project may also conflict with applicable plans and policies addressing the circulation system. Potential impacts related to CEQA Guidelines Section 15064 pertaining to VMT and compliance with plans and policies that establish measures of effective performance of the circulation system will be discussed in an EIR, as well as other transportation related issues, such as traffic hazards, incompatible uses, and emergency access.

POTENTIALLY SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	■	□	□	□
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	■	□	□	□

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Consistent with AB 52, the City must consult with traditionally and culturally affiliated Native American tribes to determine if the Housing Element Update would result in a substantial adverse change in the significance of a tribal cultural resource. In addition, because the proposed project would amend the General Plan, Native American consultation on this project under SB 18 is required. The City sent out letters in April 2021 to the Fernandeano Tataviam Band of Mission

Indians, San Fernando Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Nation, Gabrieliño Tongva Indians of California Tribal Council, and Gabrieliño-Tongva Tribe under AB 52 and SB 18. No tribal responded to the consultation request.

The Housing Element Update would prioritize the development of new housing on infill sites in areas that have previously been developed and disturbed. It is likely that previous grading, construction, and modern use of the sites would have either removed or destroyed tribal cultural resources within surficial soils. Nonetheless, there is the potential for tribal cultural resources to exist below the ground surface throughout the City, which could be disturbed by grading and excavation activities associated with new housing development. An EIR will evaluate potential impacts of the Housing Element Update on important tribal cultural resources and include formal AB 52 and SB 18 consultation.

POTENTIALLY SIGNIFICANT IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Reasonably foreseeable development under the Housing Element Update would occur in urban areas that are served by existing utilities infrastructure, including potable water, wastewater, stormwater drainage, electrical power, natural gas, and telecommunications facilities.

Water Supply, Wastewater Generation, and Stormwater

The Housing Element Update would accommodate new development which would require water for a variety of activities such as landscaping, controlling fugitive dust, and providing potable water to workers during construction and residents of the future development. As new housing development occurs incrementally throughout the City, upgrades to water conveyance facilities may be required. The precise location and connection would need to be determined at the time development is proposed. Should any new connections or upgrades be required, such upgrades would be subject to subsequent environmental review. Any future line size modifications or connections would be designed in accordance with applicable provisions of the Municipal Code and to the satisfaction of the City Engineer.

Wastewater treatment would be provided by existing infrastructure within the City. New infill development would be located in an urban area that is served by existing stormwater drainage systems. Increased development density has the potential to impact the capacities of local utilities infrastructure, which may require the expansion or construction of new water, wastewater treatment, and storm water drainage facilities. Therefore, this issue will be studied further in an EIR.

Electricity, Natural Gas, and Telecommunications

Electricity is currently provided to the City by Southern California Edison and natural gas service is provided by Southern California Gas Company. Telecommunications services would be provided by AT&T, EarthLink, Spectrum or other providers, at the discretion of future tenants.

Telecommunications are generally available in the project area, and facility upgrades would not likely be necessary.

Operation and occupancy of new residential development under the proposed project would result in energy demand from the residences and transportation fuel from new vehicle trips. It is anticipated that the proposed project would increase demand for electricity, natural gas, and transportation fuel compared to existing conditions. However, increased development density has the potential to impact the capacities of local utilities infrastructure, which may require the expansion or construction of new facilities. Therefore, this issue will be studied further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Beverly Hills Water is responsible for supplying water to the western portion of the City. Specifically, properties located west of Huntley Drive and Hancock Avenue as well as the areas within the City limits south of Melrose Avenue. Los Angeles Department of Water and Power (LADWP) is responsible for supply water to all other areas outside of Beverly Hills Water's responsibility. LADWP and Beverly Hills Water are both responsible for providing water supply to the City while complying with County, State, and federal regulations. The Housing Element Update would plans for approximately 4,284 units, which could significantly increase demand on water supplies for each of the water providers. Impacts are potentially significant and this issue will be studied further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Reasonably foreseeable development under the Housing Element Update would be concentrated in urban areas served by existing wastewater treatment infrastructure operated by the City of West Hollywood and Los Angeles. The City of West Hollywood collects wastewater generated within its boundaries and transmits it through the City of Los Angeles sewer system. Sewer infrastructure within West Hollywood is made up of City-owned local sewers and County sewer lines. The sewer system within the City consists of 39 miles of gravity piping. Wastewater generated in the City is ultimately treated at the Hyperion Treatment Plant (HTP) in the City of Los Angeles. The City does not have a specific wastewater discharge entitlement with Hyperion Treatment Plant (West Hollywood 2010). As development under the Housing Element Update occurs throughout the City, upgrades to wastewater conveyance infrastructure may be required. Therefore, increased development density under the Housing Element Update has the potential to impact the capacities of the City's wastewater treatment conveyance systems, which may require the expansion or construction of new infrastructure or facilities. Therefore, this issue will be studied further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The City of West Hollywood contracts with Athens Services to collect, transport, and dispose of solid waste for all residential and commercial uses (City of West Hollywood 2010). Solid waste from West Hollywood is collected by Athens Services and taken to their recycling and sorting facility, the City of Industry Materials Recovery Facility (MRF). Food waste is processed and delivered to their compost facility, American Organics, in Victorville (Athens Services 2020). Waste that cannot be recycled is disposed of at one of the following landfills: Sunshine Canyon Landfill, Simi Valley Landfill, and City of Commerce's Waste to Energy Incinerator.

The Housing Element Update would generate both construction and operational solid waste, which would be disposed of at the aforementioned MRF and other collection centers. The introduction of new dwelling units and other development would contribute daily solid waste that would be diverted to the local landfills. Due to the magnitude of the Project, impacts would be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

A significant impact could occur if the Housing Element Update would conflict with any statutes and regulations governing solid waste. In compliance with State legislation, any development project under the Housing Element Update would be required to implement a Solid Waste Diversion Program and divert at least 75 percent of the solid waste generated from the applicable landfill site. Reasonably foreseeable development under the Housing Element Update would comply with federal, State, and local statutes and regulations related to solid waste, such as the California Waste Integrated Waste Management Act (AB 939) and the City's recycling program. Since any new development projects under the Housing Element Update would comply with applicable federal,

State, and local regulations involving solid waste, impacts related to conflict with statutes and regulations governing solid waste would be less than significant.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

West Hollywood is a highly urbanized city that does not contain any state responsibility areas (SRA) within the City's boundaries. The nearest SRA is over 12 miles east of the City in the Santa Monica Mountains National Recreational Area. According to CalFIRE, the City does not contain any Very High Fire Hazard Severity Zones (VHFHSZ) for wildland fires within the City's boundaries, although the northeastern City boundary borders a VHFHSZ throughout the Hollywood Hills (CalFIRE 2020).

As discussed in Section 9, *Hazards and Hazardous Materials*, construction activities associated with reasonably foreseeable new development under the Housing Element Update could interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way. However, temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which requires a traffic control plan subject to City review and approval. Implementation of these plans would ensure that

future development under the proposed project would not impair or physically interfere with adopted emergency response or evacuation procedures.

Increased housing development density under the Housing Element Update could result in additional traffic within area roadways. However, in the event of a wildfire, implementation of the County's ERP would coordinate all the facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient organization capable of managing emergency evacuation for affected areas. West Hollywood's Public Safety Department and Los Angeles County Fire Department would be responsible for ensuring that future development does not impair adopted emergency response or evacuation plans. As part of standard development procedures, future housing development plans would be submitted for review and approval to ensure that all new development has adequate emergency access and escape routes in compliance with existing City regulations. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As mentioned above under *Impact a.* the City of West Hollywood does not contain any SRAs or VHFHSZs within the City limits. However, portions of the City may be subject to wildland fire risk, especially in areas along the northeastern boundary located near the VHFHSZ and the foothills of the Hollywood Hills. The Housing Element Update would focus on creating new housing development on urban infill sites and in areas that were previously developed or disturbed. Risks to occupants during project operation would be mitigated through conformance with WHMC 14.04.010 which adopts the 2019 California Fire Code and establishes provisions for fire safety related to construction, maintenance and design of buildings and land uses. In the event that future development under the Housing Element Update occurs in areas with elevated fire risks, development would be required to comply with the vegetation management, building materials, and emergency access requirements discussed above. Furthermore, new housing developed in accordance with the Housing Element Update would be required to be constructed according to the Uniform Building Code requirements for fire-protection and would be subject to review and approval by the LACFD.

The Housing Element Update includes development of new housing units on urban infill sites and in areas that were previously developed. Reasonably foreseeable development under the Housing Element Update would occur in areas that are well-served by existing roadways and utilities infrastructure.

Because West Hollywood does not contain a SRA or VHFHSZ within its city limits, and new development would be required to comply with fire safety provisions established by the 2019 California Fire Code, future development under the Housing Element Update would not pose a substantial risk to people or structures due to wildland fires. Furthermore, reasonably foreseeable development under the Housing Element would not be anticipated to require additional roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Reasonably foreseeable development under the Housing Element Update may involve alteration, intensification, and redistribution of land uses in the City of West Hollywood. As discussed in Section 4, *Biological Resources*, the Housing Element Update would have less than significant impacts on

biological resources, including species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations with the implementation of Mitigation Measure BIO-1. As discussed in Section 7, *Geology and Soils*, due to the overall low sensitivity of the City and the implementation of Mitigation Measure GEO-1, the Housing Element Update's impacts on paleontological resources would be less than significant. As discussed in Section 5, *Cultural Resources* and Section 18, *Tribal Cultural Resources*, development under the Housing Element Update have the potential to impact historical, archaeological, and tribal cultural resources. Since the Housing Element Update has the potential to impact historical, archaeological, and tribal cultural resources, this impact is potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?*

The Housing Element Update plans for new housing in the city over an eight-year planning period. Most of the sites for housing identified by the proposed project are located along major transit corridors in close proximity to transit and jobs, which would reduce long term impacts related to emissions from vehicles. However, construction of housing would occur throughout the planning period and could have long-term impacts related to air quality, greenhouse gas emissions, and noise. In addition, the increase in population from housing could have long-term impacts related to utility use. Impacts would be potentially significant and these issues will be discussed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As discussed in Sections 1 through 20, implementation of the Housing Element Update and could result in significant impacts to air quality, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Potential cumulative impacts in these issue areas, for which potentially significant impacts have been identified, will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise. As discussed in Section 3, *Air Quality*, operation of reasonably foreseeable new developments under the proposed project could potentially generate criteria pollutant emissions exceeding the SCAQMD regional thresholds for operation and construction activities under the Housing Element Update may expose sensitive receptors in the City to substantial pollutant concentrations. As discussed in Section 9, *Hazards and Hazardous Materials*, there is the potential for future construction to involve the demolition or alteration of structures that may contain asbestos and/or LBP, and residential construction under the Housing Element Update could lead to a significant hazard to the public or environment by exposing future residents to potential on-site

contamination if not properly identified. As discussed in Section 13, *Noise*, construction of developments under the Housing Element Update could generate temporary noise levels in excess of allowable City standards and potentially exceed operational thresholds for receiving land uses and sensitive receivers, if located nearby. Therefore, since implementation of the Housing Element Update could potentially have harmful environmental effects that could affect humans either directly or indirectly, impacts would be potentially significant and these issues will be discussed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-NOP under contract to the City of West Hollywood. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Matt Maddox, AICP, Principal

Susanne Huerta, AICP, Project Manager

Ryan Russell, MCRP, Assistant Project Manager

Victoria Dubeau, Associate Planner

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Appendix C

CalEEMod Emissions Modeling

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**West Hollywood Housing Element Update AQ****South Coast AQMD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	4,284.00	Dwelling Unit	57.55	4,284,000.00	6554

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2029
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total plan area, and estimated population increase based on Unit Amount.

Construction Phase - Assuming project buildout end date

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - Assume each site has at least 1 story on site

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

Grading - total parcel acreage (57.55 acres) converted to square feet, then multiplied that by an assumed 10-foot excavation depth for subterranean parking. Converted the cubic feet of soil to cubic yards (divided by 27).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Rule 403 Not Wood Burning Stoves

Construction Off-road Equipment Mitigation - Rule 403 compliance

Mobile Land Use Mitigation - increased density based on # of units and total acreage of project. Planning area is zoned at CBD, therefore destination accessibility is assumed .1 miles

46.8 % of units below market rate, based on the RHNA allocation.

Area Mitigation -

Energy Mitigation -

Water Mitigation - CALGreen compliance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	3,641.40	3,855.60
tblFireplaces	NumberWood	214.20	0.00
tblGrading	MaterialExported	0.00	928,547.00
tblLandUse	LotAcreage	112.74	57.55
tblLandUse	Population	12,252.00	6,554.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Demolition
tblTripsAndVMT	WorkerTripNumber	18.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	2.9000e-005	2.4000e-005
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tblVehicleEF	HHD	7.2000e-005	6.2000e-005
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tblVehicleEF	HHD	0.10	0.10
tblVehicleEF	HHD	2.9000e-005	2.4000e-005

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

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tblVehicleEF	HHD	0.19	0.19
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West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

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tblVehicleEF	HHD	7.8000e-005	6.6000e-005
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tblVehicleEF	HHD	0.10	0.10
tblVehicleEF	HHD	3.1000e-005	2.6000e-005

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

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West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

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West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

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tblVehicleEF	LDA	226.44	220.60
tblVehicleEF	LDA	45.91	44.52
tblVehicleEF	LDA	3.2660e-003	3.1430e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	1.1580e-003	1.0210e-003
tblVehicleEF	LDA	1.3470e-003	1.2030e-003
tblVehicleEF	LDA	1.0650e-003	9.4000e-004
tblVehicleEF	LDA	1.2380e-003	1.1060e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	4.4100e-003	3.7070e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	2.1080e-003	2.0270e-003
tblVehicleEF	LDA	4.2700e-004	4.0900e-004
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	6.4040e-003	5.3820e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.14	0.12
tblVehicleEF	LDT1	2.9410e-003	2.3150e-003
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.74	0.65

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

tblVehicleEF	LDT1	1.77	1.68
tblVehicleEF	LDT1	278.21	271.86
tblVehicleEF	LDT1	55.74	54.21
tblVehicleEF	LDT1	4.6910e-003	4.1140e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.16	0.15
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.08	0.06
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.01	9.2150e-003
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	2.5900e-003	2.4980e-003
tblVehicleEF	LDT1	5.1900e-004	4.9800e-004
tblVehicleEF	LDT1	0.08	0.06
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	3.1580e-003	2.4890e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.83	0.72
tblVehicleEF	LDT1	1.52	1.45

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

tblVehicleEF	LDT1	290.32	283.69
tblVehicleEF	LDT1	55.25	53.75
tblVehicleEF	LDT1	4.2910e-003	3.7640e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.01	9.8480e-003
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	2.7030e-003	2.6070e-003
tblVehicleEF	LDT1	5.1400e-004	4.9400e-004
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.14
tblVehicleEF	LDT1	2.8770e-003	2.2630e-003
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.72	0.62
tblVehicleEF	LDT1	1.82	1.73
tblVehicleEF	LDT1	274.15	267.88

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

tblVehicleEF	LDT1	55.84	54.30
tblVehicleEF	LDT1	4.5680e-003	4.0030e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.16	0.15
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.01	9.0200e-003
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	2.5520e-003	2.4610e-003
tblVehicleEF	LDT1	5.2000e-004	4.9900e-004
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT2	2.3260e-003	2.0120e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.65	0.61
tblVehicleEF	LDT2	2.13	2.04
tblVehicleEF	LDT2	283.77	274.76
tblVehicleEF	LDT2	57.16	55.04

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tblVehicleEF	LDT2	4.3710e-003	4.0510e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.16	0.15
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	8.9440e-003	7.5950e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	2.6420e-003	2.5250e-003
tblVehicleEF	LDT2	5.3200e-004	5.0600e-004
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.19	0.17
tblVehicleEF	LDT2	2.5060e-003	2.1700e-003
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.73	0.69
tblVehicleEF	LDT2	1.83	1.75
tblVehicleEF	LDT2	295.07	285.70
tblVehicleEF	LDT2	56.59	54.50
tblVehicleEF	LDT2	4.0290e-003	3.7360e-003

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

tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.14
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	9.5550e-003	8.1160e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.16	0.14
tblVehicleEF	LDT2	2.7470e-003	2.6260e-003
tblVehicleEF	LDT2	5.2700e-004	5.0100e-004
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.17	0.15
tblVehicleEF	LDT2	2.2730e-003	1.9660e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.63	0.59
tblVehicleEF	LDT2	2.19	2.10
tblVehicleEF	LDT2	279.99	271.09
tblVehicleEF	LDT2	57.28	55.16
tblVehicleEF	LDT2	4.2610e-003	3.9480e-003
tblVehicleEF	LDT2	0.02	0.02

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

tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.17	0.15
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	8.7560e-003	7.4340e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	2.6070e-003	2.4910e-003
tblVehicleEF	LDT2	5.3300e-004	5.0700e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.20	0.17
tblVehicleEF	LHD1	4.2140e-003	3.9660e-003
tblVehicleEF	LHD1	2.6200e-003	2.1570e-003
tblVehicleEF	LHD1	9.0920e-003	7.8500e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.23
tblVehicleEF	LHD1	0.85	0.80
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.87	9.40

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tblVehicleEF	LHD1	7.6300e-004	7.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.33	0.25
tblVehicleEF	LHD1	0.22	0.20
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004
tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	1.6390e-003	1.4550e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0520e-003	9.6000e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.15	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.8000e-005	9.3000e-005
tblVehicleEF	LHD1	1.6390e-003	1.4550e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0520e-003	9.6000e-004
tblVehicleEF	LHD1	0.04	0.03

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

tblVehicleEF	LHD1	0.15	0.14
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	4.2230e-003	3.9750e-003
tblVehicleEF	LHD1	2.6510e-003	2.1800e-003
tblVehicleEF	LHD1	8.7840e-003	7.5850e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.24
tblVehicleEF	LHD1	0.81	0.77
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.80	9.34
tblVehicleEF	LHD1	7.6500e-004	7.6200e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.31	0.23
tblVehicleEF	LHD1	0.21	0.19
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004
tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	2.5340e-003	2.2520e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5430e-003	1.4050e-003

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

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.15	0.13
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.7000e-005	9.2000e-005
tblVehicleEF	LHD1	2.5340e-003	2.2520e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5430e-003	1.4050e-003
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.15	0.13
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	4.2130e-003	3.9650e-003
tblVehicleEF	LHD1	2.6130e-003	2.1520e-003
tblVehicleEF	LHD1	9.1440e-003	7.8950e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.23
tblVehicleEF	LHD1	0.86	0.80
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.88	9.40
tblVehicleEF	LHD1	7.6300e-004	7.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.32	0.24
tblVehicleEF	LHD1	0.22	0.20
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004

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

tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	1.6120e-003	1.4100e-003
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0220e-003	9.2700e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.16	0.15
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.8000e-005	9.3000e-005
tblVehicleEF	LHD1	1.6120e-003	1.4100e-003
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0220e-003	9.2700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.16	0.15
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD2	2.8740e-003	2.6920e-003
tblVehicleEF	LHD2	2.2670e-003	2.0790e-003
tblVehicleEF	LHD2	5.9100e-003	5.0920e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22

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

tblVehicleEF	LHD2	0.52	0.49
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.20	6.81
tblVehicleEF	LHD2	1.6120e-003	1.6000e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	0.15	0.13
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005
tblVehicleEF	LHD2	9.3000e-004	8.2700e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.3900e-004	5.8600e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	9.3000e-004	8.2700e-004

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

tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.3900e-004	5.8600e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.8800e-003	2.6970e-003
tblVehicleEF	LHD2	2.2810e-003	2.0910e-003
tblVehicleEF	LHD2	5.7120e-003	4.9210e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.50	0.47
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.16	6.77
tblVehicleEF	LHD2	1.6130e-003	1.6010e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.38	0.30
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005

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

tblVehicleEF	LHD2	1.4390e-003	1.2780e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3100e-004	8.5000e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	1.4390e-003	1.2780e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.3100e-004	8.5000e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	2.8730e-003	2.6910e-003
tblVehicleEF	LHD2	2.2630e-003	2.0760e-003
tblVehicleEF	LHD2	5.9470e-003	5.1230e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.52	0.49
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.20	6.81
tblVehicleEF	LHD2	1.6120e-003	1.6000e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01

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

tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	0.15	0.14
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005
tblVehicleEF	LHD2	8.7500e-004	7.6800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.0900e-004	5.5800e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	8.7500e-004	7.6800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.0900e-004	5.5800e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	MCY	0.36	0.36

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

tblVehicleEF	MCY	0.23	0.23
tblVehicleEF	MCY	17.92	17.77
tblVehicleEF	MCY	8.66	8.69
tblVehicleEF	MCY	219.94	220.14
tblVehicleEF	MCY	57.97	57.59
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	0.26	0.26
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.17	1.18
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	0.68	0.68
tblVehicleEF	MCY	2.44	2.44
tblVehicleEF	MCY	0.47	0.45
tblVehicleEF	MCY	1.76	1.75
tblVehicleEF	MCY	2.1760e-003	2.1780e-003
tblVehicleEF	MCY	5.7400e-004	5.7000e-004
tblVehicleEF	MCY	1.17	1.18
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	0.68	0.68
tblVehicleEF	MCY	3.06	3.07
tblVehicleEF	MCY	0.47	0.45
tblVehicleEF	MCY	1.92	1.91
tblVehicleEF	MCY	0.36	0.36
tblVehicleEF	MCY	0.21	0.21

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

tblVehicleEF	MCY	17.49	17.35
tblVehicleEF	MCY	7.87	7.89
tblVehicleEF	MCY	219.09	219.32
tblVehicleEF	MCY	56.10	55.72
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.25	0.25
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.95	1.95
tblVehicleEF	MCY	0.76	0.75
tblVehicleEF	MCY	1.18	1.18
tblVehicleEF	MCY	2.40	2.40
tblVehicleEF	MCY	0.44	0.42
tblVehicleEF	MCY	1.57	1.57
tblVehicleEF	MCY	2.1680e-003	2.1700e-003
tblVehicleEF	MCY	5.5500e-004	5.5100e-004
tblVehicleEF	MCY	1.95	1.95
tblVehicleEF	MCY	0.76	0.75
tblVehicleEF	MCY	1.18	1.18
tblVehicleEF	MCY	3.01	3.01
tblVehicleEF	MCY	0.44	0.42
tblVehicleEF	MCY	1.71	1.71
tblVehicleEF	MCY	0.36	0.36
tblVehicleEF	MCY	0.23	0.23
tblVehicleEF	MCY	17.94	17.79

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

tblVehicleEF	MCY	8.77	8.81
tblVehicleEF	MCY	220.00	220.20
tblVehicleEF	MCY	58.26	57.89
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.27	0.27
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.25	1.25
tblVehicleEF	MCY	0.81	0.80
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	2.45	2.45
tblVehicleEF	MCY	0.54	0.52
tblVehicleEF	MCY	1.79	1.78
tblVehicleEF	MCY	2.1770e-003	2.1790e-003
tblVehicleEF	MCY	5.7700e-004	5.7300e-004
tblVehicleEF	MCY	1.25	1.25
tblVehicleEF	MCY	0.81	0.80
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	3.07	3.07
tblVehicleEF	MCY	0.54	0.52
tblVehicleEF	MCY	1.95	1.94
tblVehicleEF	MDV	2.5910e-003	2.1840e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.67	0.62
tblVehicleEF	MDV	2.22	2.09

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

tblVehicleEF	MDV	348.51	336.29
tblVehicleEF	MDV	69.09	66.21
tblVehicleEF	MDV	5.8540e-003	5.4060e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.08	0.07
tblVehicleEF	MDV	0.01	8.4320e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	3.2460e-003	3.0920e-003
tblVehicleEF	MDV	6.4300e-004	6.0800e-004
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.08	0.07
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.22	0.19
tblVehicleEF	MDV	2.7960e-003	2.3590e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.75	0.70
tblVehicleEF	MDV	1.90	1.80
tblVehicleEF	MDV	360.15	347.45

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

tblVehicleEF	MDV	68.49	65.65
tblVehicleEF	MDV	5.4860e-003	5.0770e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.15
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.12	0.11
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.01	9.0180e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.18	0.15
tblVehicleEF	MDV	3.3540e-003	3.1950e-003
tblVehicleEF	MDV	6.3800e-004	6.0300e-004
tblVehicleEF	MDV	0.12	0.11
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	2.5320e-003	2.1340e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.65	0.60
tblVehicleEF	MDV	2.28	2.15
tblVehicleEF	MDV	344.65	332.59
tblVehicleEF	MDV	69.22	66.33

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

tblVehicleEF	MDV	5.7340e-003	5.2980e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	9.9900e-003	8.2540e-003
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.21	0.18
tblVehicleEF	MDV	3.2100e-003	3.0580e-003
tblVehicleEF	MDV	6.4400e-004	6.0900e-004
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MH	4.3730e-003	3.7920e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.33	0.25
tblVehicleEF	MH	1.60	1.53
tblVehicleEF	MH	1,313.46	1,277.06
tblVehicleEF	MH	15.82	15.21
tblVehicleEF	MH	0.05	0.05

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

tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.97	0.92
tblVehicleEF	MH	0.24	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.22	0.19
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	6.1030e-003	4.4950e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5700e-004	1.5100e-004
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.22	0.19
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	6.1030e-003	4.4950e-003
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	4.4410e-003	3.8510e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.34	0.25
tblVehicleEF	MH	1.51	1.44
tblVehicleEF	MH	1,313.47	1,277.07
tblVehicleEF	MH	15.67	15.07

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

tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.91	0.87
tblVehicleEF	MH	0.23	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.71	0.60
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.33	0.29
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	5.9950e-003	4.4130e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5500e-004	1.4900e-004
tblVehicleEF	MH	0.71	0.60
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.33	0.29
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	5.9950e-003	4.4130e-003
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	4.3560e-003	3.7780e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.33	0.25
tblVehicleEF	MH	1.61	1.54
tblVehicleEF	MH	1,313.45	1,277.06

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

tblVehicleEF	MH	15.85	15.24
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.96	0.91
tblVehicleEF	MH	0.24	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.46	0.38
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.21	0.19
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	6.4720e-003	4.7810e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5700e-004	1.5100e-004
tblVehicleEF	MH	0.46	0.38
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.21	0.19
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	6.4720e-003	4.7810e-003
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MHD	3.7440e-003	3.6600e-003
tblVehicleEF	MHD	8.7700e-004	7.7300e-004
tblVehicleEF	MHD	8.4600e-003	8.0770e-003
tblVehicleEF	MHD	0.36	0.36

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

tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.86	0.80
tblVehicleEF	MHD	56.48	54.82
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.84	8.37
tblVehicleEF	MHD	7.9680e-003	7.7550e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.5680e-003	7.4320e-003
tblVehicleEF	MHD	0.29	0.28
tblVehicleEF	MHD	1.03	1.03
tblVehicleEF	MHD	1.68	1.70
tblVehicleEF	MHD	1.3500e-004	1.0800e-004
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.2900e-004	1.0400e-004
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	4.0200e-004	3.7900e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8800e-004	2.7700e-004
tblVehicleEF	MHD	9.0020e-003	8.4370e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.3600e-004	5.2100e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.7000e-005	8.3000e-005
tblVehicleEF	MHD	4.0200e-004	3.7900e-004
tblVehicleEF	MHD	0.02	0.02

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

tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8800e-004	2.7700e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	3.5600e-003	3.4800e-003
tblVehicleEF	MHD	8.9100e-004	7.8500e-004
tblVehicleEF	MHD	8.1710e-003	7.8030e-003
tblVehicleEF	MHD	0.31	0.31
tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.82	0.76
tblVehicleEF	MHD	56.20	54.49
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.76	8.30
tblVehicleEF	MHD	7.8890e-003	7.6710e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.4270e-003	7.2900e-003
tblVehicleEF	MHD	0.27	0.26
tblVehicleEF	MHD	0.97	0.98
tblVehicleEF	MHD	1.68	1.69
tblVehicleEF	MHD	1.1600e-004	9.4000e-005
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.1100e-004	9.0000e-005
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	6.1900e-004	5.8400e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02

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

tblVehicleEF	MHD	4.1500e-004	3.9800e-004
tblVehicleEF	MHD	9.0540e-003	8.4790e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.3400e-004	5.1800e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.7000e-005	8.2000e-005
tblVehicleEF	MHD	6.1900e-004	5.8400e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.1500e-004	3.9800e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	4.0120e-003	3.9200e-003
tblVehicleEF	MHD	8.7200e-004	7.6900e-004
tblVehicleEF	MHD	8.5040e-003	8.1180e-003
tblVehicleEF	MHD	0.44	0.43
tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.87	0.81
tblVehicleEF	MHD	56.86	55.27
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.85	8.38
tblVehicleEF	MHD	8.0810e-003	7.8760e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.6480e-003	7.5100e-003
tblVehicleEF	MHD	0.30	0.29
tblVehicleEF	MHD	1.01	1.02
tblVehicleEF	MHD	1.68	1.70

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

tblVehicleEF	MHD	1.6000e-004	1.2800e-004
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.5300e-004	1.2200e-004
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	3.7300e-004	3.4700e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.7300e-004	2.6200e-004
tblVehicleEF	MHD	8.9850e-003	8.4250e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.4000e-004	5.2500e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.8000e-005	8.3000e-005
tblVehicleEF	MHD	3.7300e-004	3.4700e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	2.7300e-004	2.6200e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	OBUS	8.1980e-003	8.1510e-003
tblVehicleEF	OBUS	2.5740e-003	2.1670e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.65	0.66
tblVehicleEF	OBUS	0.32	0.26
tblVehicleEF	OBUS	1.94	1.86

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

tblVehicleEF	OBUS	91.50	91.45
tblVehicleEF	OBUS	1,195.77	1,159.77
tblVehicleEF	OBUS	16.64	16.02
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.39	0.40
tblVehicleEF	OBUS	1.07	1.08
tblVehicleEF	OBUS	0.89	0.91
tblVehicleEF	OBUS	1.3200e-004	1.3500e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003
tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.2600e-004	1.2900e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	1.7630e-003	1.6870e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	9.2900e-004	9.0600e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	8.7000e-004	8.6900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6500e-004	1.5900e-004
tblVehicleEF	OBUS	1.7630e-003	1.6870e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	9.2900e-004	9.0600e-004

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

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	8.2960e-003	8.2500e-003
tblVehicleEF	OBUS	2.6260e-003	2.2100e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.64	0.65
tblVehicleEF	OBUS	0.32	0.26
tblVehicleEF	OBUS	1.84	1.75
tblVehicleEF	OBUS	90.43	90.38
tblVehicleEF	OBUS	1,195.78	1,159.77
tblVehicleEF	OBUS	16.45	15.85
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.37	0.38
tblVehicleEF	OBUS	1.00	1.01
tblVehicleEF	OBUS	0.88	0.90
tblVehicleEF	OBUS	1.1700e-004	1.2000e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003
tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.1200e-004	1.1500e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	2.6510e-003	2.5360e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	1.3540e-003	1.3150e-003
tblVehicleEF	OBUS	0.02	0.02

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

tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	8.6000e-004	8.5900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6300e-004	1.5700e-004
tblVehicleEF	OBUS	2.6510e-003	2.5360e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	1.3540e-003	1.3150e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	8.0860e-003	8.0370e-003
tblVehicleEF	OBUS	2.5600e-003	2.1550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.66	0.66
tblVehicleEF	OBUS	0.31	0.26
tblVehicleEF	OBUS	1.96	1.88
tblVehicleEF	OBUS	92.98	92.94
tblVehicleEF	OBUS	1,195.76	1,159.76
tblVehicleEF	OBUS	16.67	16.06
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.42	0.43
tblVehicleEF	OBUS	1.05	1.06
tblVehicleEF	OBUS	0.89	0.91
tblVehicleEF	OBUS	1.5200e-004	1.5600e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003

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

tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.4600e-004	1.4900e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	1.7420e-003	1.6430e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	9.0000e-004	8.7200e-004
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.08	0.08
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	8.8400e-004	8.8300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6500e-004	1.5900e-004
tblVehicleEF	OBUS	1.7420e-003	1.6430e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	9.0000e-004	8.7200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.08
tblVehicleEF	OBUS	0.11	0.10
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9340e-003	4.0840e-003
tblVehicleEF	SBUS	8.4010e-003	8.6630e-003
tblVehicleEF	SBUS	3.81	4.00
tblVehicleEF	SBUS	0.44	0.37
tblVehicleEF	SBUS	1.08	1.10
tblVehicleEF	SBUS	343.43	336.66
tblVehicleEF	SBUS	993.04	961.73

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

tblVehicleEF	SBUS	6.85	7.03
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.4270e-003	8.9050e-003
tblVehicleEF	SBUS	2.42	2.13
tblVehicleEF	SBUS	2.97	2.44
tblVehicleEF	SBUS	1.25	1.38
tblVehicleEF	SBUS	1.9290e-003	1.4470e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	1.8460e-003	1.3850e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	1.5300e-003	1.6860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45
tblVehicleEF	SBUS	8.6600e-004	9.6000e-004
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	3.2870e-003	3.2250e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.8000e-005	7.0000e-005
tblVehicleEF	SBUS	1.5300e-003	1.6860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	8.6600e-004	9.6000e-004

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

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9960e-003	4.1360e-003
tblVehicleEF	SBUS	7.3930e-003	7.6270e-003
tblVehicleEF	SBUS	3.78	3.98
tblVehicleEF	SBUS	0.45	0.38
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	347.26	339.02
tblVehicleEF	SBUS	993.06	961.74
tblVehicleEF	SBUS	6.48	6.66
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.2090e-003	8.6730e-003
tblVehicleEF	SBUS	2.44	2.13
tblVehicleEF	SBUS	2.80	2.30
tblVehicleEF	SBUS	1.25	1.38
tblVehicleEF	SBUS	1.6360e-003	1.2300e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	1.5650e-003	1.1770e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	2.3760e-003	2.6120e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45

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

tblVehicleEF	SBUS	1.2980e-003	1.4300e-003
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.3230e-003	3.2470e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.4000e-005	6.6000e-005
tblVehicleEF	SBUS	2.3760e-003	2.6120e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	1.2980e-003	1.4300e-003
tblVehicleEF	SBUS	0.08	0.06
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9190e-003	4.0710e-003
tblVehicleEF	SBUS	8.6150e-003	8.8850e-003
tblVehicleEF	SBUS	3.84	4.03
tblVehicleEF	SBUS	0.44	0.37
tblVehicleEF	SBUS	1.12	1.14
tblVehicleEF	SBUS	338.14	333.39
tblVehicleEF	SBUS	993.04	961.73
tblVehicleEF	SBUS	6.91	7.10
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.5640e-003	9.0490e-003
tblVehicleEF	SBUS	2.39	2.12
tblVehicleEF	SBUS	2.92	2.41
tblVehicleEF	SBUS	1.25	1.38

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

tblVehicleEF	SBUS	2.3340e-003	1.7470e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	2.2330e-003	1.6710e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	1.4070e-003	1.5440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45
tblVehicleEF	SBUS	8.3200e-004	9.2000e-004
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	3.2370e-003	3.1940e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.8000e-005	7.0000e-005
tblVehicleEF	SBUS	1.4070e-003	1.5440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	8.3200e-004	9.2000e-004
tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.05	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.43
tblVehicleEF	UBUS	0.94	0.95

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

tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	10.10	9.93
tblVehicleEF	UBUS	0.35	0.35
tblVehicleEF	UBUS	9.4720e-003	9.7350e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	5.6300e-004	5.9900e-004
tblVehicleEF	UBUS	5.8400e-003	6.9350e-003
tblVehicleEF	UBUS	3.9700e-004	4.4200e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.0890e-003	1.4420e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	1.9590e-003	1.8920e-003
tblVehicleEF	UBUS	1.0000e-004	9.8000e-005
tblVehicleEF	UBUS	5.6300e-004	5.9900e-004
tblVehicleEF	UBUS	5.8400e-003	6.9350e-003
tblVehicleEF	UBUS	3.9700e-004	4.4200e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.0890e-003	1.4420e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.44
tblVehicleEF	UBUS	0.82	0.83
tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	9.90	9.73
tblVehicleEF	UBUS	0.35	0.35

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

tblVehicleEF	UBUS	9.3750e-003	9.6350e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.10
tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	8.8400e-004	9.0700e-004
tblVehicleEF	UBUS	6.2430e-003	7.3470e-003
tblVehicleEF	UBUS	6.2800e-004	6.6500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.0130e-003	1.3200e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	1.9590e-003	1.8930e-003
tblVehicleEF	UBUS	9.8000e-005	9.6000e-005
tblVehicleEF	UBUS	8.8400e-004	9.0700e-004
tblVehicleEF	UBUS	6.2430e-003	7.3470e-003
tblVehicleEF	UBUS	6.2800e-004	6.6500e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.0130e-003	1.3200e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.43
tblVehicleEF	UBUS	0.96	0.97
tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	10.13	9.96
tblVehicleEF	UBUS	0.35	0.35
tblVehicleEF	UBUS	9.5930e-003	9.8600e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.11

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	5.6800e-004	6.0900e-004
tblVehicleEF	UBUS	6.3850e-003	7.5420e-003
tblVehicleEF	UBUS	3.9300e-004	4.3100e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.2910e-003	1.7350e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	1.9590e-003	1.8920e-003
tblVehicleEF	UBUS	1.0000e-004	9.9000e-005
tblVehicleEF	UBUS	5.6800e-004	6.0900e-004
tblVehicleEF	UBUS	6.3850e-003	7.5420e-003
tblVehicleEF	UBUS	3.9300e-004	4.3100e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.2910e-003	1.7350e-003
tblVehicleEF	UBUS	0.06	0.06
tblWoodstoves	NumberCatalytic	214.20	0.00
tblWoodstoves	NumberNoncatalytic	214.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1661	61.9450	28.8951	0.1412	38.1939	1.9290	40.1229	6.1427	1.8024	7.9451	0.0000	14,947.75 98	14,947.75 98	1.6484	1.7655	15,515.09 01
2022	15.1208	505.7249	130.3484	1.7957	73.1274	5.4055	78.5329	24.4362	5.1124	29.5486	0.0000	196,461.2 207	196,461.2 207	11.5229	30.5930	205,866.0 106
2023	12.4566	39.0654	121.1670	0.3949	37.4045	0.9912	38.3957	9.9865	0.9302	10.9167	0.0000	40,657.96 14	40,657.96 14	1.6582	2.0426	41,308.11 74
2024	11.6838	37.4338	114.4306	0.3853	37.4045	0.8969	38.3014	9.9864	0.8414	10.8279	0.0000	39,904.24 32	39,904.24 32	1.5848	1.9744	40,532.24 70
2025	10.9807	35.7264	108.2159	0.3744	37.4045	0.8029	38.2074	9.9864	0.7532	10.7396	0.0000	39,048.45 73	39,048.45 73	1.5170	1.9076	39,654.83 91
2026	10.4660	35.0722	103.0934	0.3646	37.4045	0.7937	38.1982	9.9864	0.7447	10.7311	0.0000	38,254.30 86	38,254.30 86	1.4620	1.8484	38,841.67 90
2027	359.2223	8.6020	17.0659	0.0532	6.8966	0.4192	6.9798	1.8290	0.3857	1.9097	0.0000	5,602.777 1	5,602.777 1	0.7159	0.1152	5,640.054 1
Maximum	359.2223	505.7249	130.3484	1.7957	73.1274	5.4055	78.5329	24.4362	5.1124	29.5486	0.0000	196,461.2 207	196,461.2 207	11.5229	30.5930	205,866.0 106

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1661	55.4525	28.8951	0.1412	18.8036	1.9290	20.7326	3.2068	1.8024	5.0092	0.0000	14,947.75 98	14,947.75 98	1.6484	1.7655	15,515.09 01
2022	15.1208	505.7249	130.3484	1.7957	60.8722	5.4055	66.2777	18.6612	5.1124	23.7736	0.0000	196,461.2 207	196,461.2 207	11.5229	30.5930	205,866.0 106
2023	12.4566	39.0654	121.1670	0.3949	37.4045	0.9912	38.3957	9.9865	0.9302	10.9167	0.0000	40,657.96 14	40,657.96 14	1.6582	2.0426	41,308.11 74
2024	11.6838	37.4338	114.4306	0.3853	37.4045	0.8969	38.3014	9.9864	0.8414	10.8279	0.0000	39,904.24 32	39,904.24 32	1.5848	1.9744	40,532.24 70
2025	10.9807	35.7264	108.2159	0.3744	37.4045	0.8029	38.2074	9.9864	0.7532	10.7396	0.0000	39,048.45 73	39,048.45 73	1.5170	1.9076	39,654.83 91
2026	10.4660	35.0722	103.0934	0.3646	37.4045	0.7937	38.1982	9.9864	0.7447	10.7311	0.0000	38,254.30 86	38,254.30 86	1.4620	1.8484	38,841.67 90
2027	359.2223	8.6020	17.0659	0.0532	6.8966	0.4192	6.9798	1.8290	0.3857	1.9097	0.0000	5,602.777 1	5,602.777 1	0.7159	0.1152	5,640.054 1
Maximum	359.2223	505.7249	130.3484	1.7957	60.8722	5.4055	66.2777	18.6612	5.1124	23.7736	0.0000	196,461.2 207	196,461.2 207	11.5229	30.5930	205,866.0 106

	ROG	NOx	CO	SO2	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	0.90	0.00	0.00	11.82	0.00	11.35	12.04	0.00	10.54	0.00	0.00	0.00	0.00	0.00	0.00

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69
Energy	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.31 01	12,442.31 01	0.2385	0.2281	12,516.24 86
Mobile	55.5378	59.7219	558.8468	1.2756	167.8191	0.8233	168.6424	44.7241	0.7669	45.4911		138,221.8 564	138,221.8 564	8.5483	5.7716	140,155.4 919
Total	166.9318	137.4932	943.3108	1.7647	167.8191	8.7416	176.5607	44.7241	8.6852	53.4094	0.0000	232,948.5 646	232,948.5 646	10.9612	7.4966	235,456.5 674

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	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69
Energy	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.31 01	12,442.31 01	0.2385	0.2281	12,516.24 86
Mobile	37.9683	34.5461	315.2758	0.6110	78.4263	0.4197	78.8461	20.9008	0.3907	21.2915		66,200.64 42	66,200.64 42	4.9649	3.2688	67,298.87 96
Total	149.3622	112.3175	699.7398	1.1001	78.4263	8.3380	86.7644	20.9008	8.3090	29.2098	0.0000	160,927.3 524	160,927.3 524	7.3777	4.9938	162,599.9 551

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.52	18.31	25.82	37.66	53.27	4.62	50.86	53.27	4.33	45.31	0.00	30.92	30.92	32.69	33.39	30.94

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/29/2021	1/4/2022	5	70	
2	Site Preparation	Site Preparation	1/5/2022	3/1/2022	5	40	
3	Grading	Grading	3/2/2022	8/2/2022	5	110	
4	Building Construction	Building Construction	8/3/2022	11/3/2026	5	1110	
5	Paving	Paving	11/4/2026	2/16/2027	5	75	
6	Architectural Coating	Architectural Coating	2/17/2027	6/1/2027	5	75	

Acres of Grading (Site Preparation Phase): 60**Acres of Grading (Grading Phase): 110****Acres of Paving: 0****Residential Indoor: 8,675,100; Residential Outdoor: 2,891,700; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	2	8.00	158	0.38
Grading	Scrapers	2	8.00	367	0.48
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	11,403.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	8.00	0.00	116,068.00	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
Building Construction	9	3,084.00	458.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	617.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					35.2550	0.0000	35.2550	5.3379	0.0000	5.3379			0.0000			0.0000
Off-Road	3.1685	31.4730	21.6141	0.0389		1.5529	1.5529		1.4425	1.4425		3,755.4478	3,755.4478	1.0573		3,781.8809
Total	3.1685	31.4730	21.6141	0.0389	35.2550	1.5529	36.8079	5.3379	1.4425	6.7805		3,755.4478	3,755.4478	1.0573		3,781.8809

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	0.9663	30.4479	6.9800	0.1015	2.8494	0.3756	3.2250	0.7811	0.3593	1.1404		11,112.6145	11,112.6145	0.5887	1.7633	11,652.7780
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	0.0313	0.0241	0.3011	7.9000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		79.6975	79.6975	2.4100e-003	2.2600e-003	80.4313
Total	0.9976	30.4720	7.2810	0.1023	2.9388	0.3761	3.3150	0.8048	0.3598	1.1646		11,192.3119	11,192.3119	0.5911	1.7655	11,733.2092

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.8648	0.0000	15.8648	2.4021	0.0000	2.4021			0.0000			0.0000
Off-Road	3.1685	24.9805	21.6141	0.0389		1.5529	1.5529		1.4425	1.4425	0.0000	3,755.4478	3,755.4478	1.0573		3,781.8809
Total	3.1685	24.9805	21.6141	0.0389	15.8648	1.5529	17.4177	2.4021	1.4425	3.8446	0.0000	3,755.4478	3,755.4478	1.0573		3,781.8809

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	0.9663	30.4479	6.9800	0.1015	2.8494	0.3756	3.2250	0.7811	0.3593	1.1404		11,112.6145	11,112.6145	0.5887	1.7633	11,652.7780
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	0.0313	0.0241	0.3011	7.9000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		79.6975	79.6975	2.4100e-003	2.2600e-003	80.4313
Total	0.9976	30.4720	7.2810	0.1023	2.9388	0.3761	3.3150	0.8048	0.3598	1.1646		11,192.3119	11,192.3119	0.5911	1.7655	11,733.2092

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					35.2550	0.0000	35.2550	5.3379	0.0000	5.3379			0.0000			0.0000
Off-Road	2.6422	25.7461	20.6429	0.0389		1.2439	1.2439		1.1564	1.1564		3,754.2814	3,754.2814	1.0549		3,780.6529
Total	2.6422	25.7461	20.6429	0.0389	35.2550	1.2439	36.4990	5.3379	1.1564	6.4944		3,754.2814	3,754.2814	1.0549		3,780.6529

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	0.6693	26.5327	6.1882	0.0986	2.8494	0.2129	3.0623	0.7810	0.2037	0.9847		10,817.9486	10,817.9486	0.5798	1.7174	11,344.2179
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	0.0290	0.0212	0.2761	7.6000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		77.5444	77.5444	2.1600e-003	2.0800e-003	78.2174
Total	0.6983	26.5539	6.4642	0.0994	2.9388	0.2134	3.1523	0.8048	0.2042	1.0089		10,895.4930	10,895.4930	0.5820	1.7194	11,422.4353

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.8648	0.0000	15.8648	2.4021	0.0000	2.4021			0.0000			0.0000
Off-Road	2.6422	20.3885	20.6429	0.0389		1.2439	1.2439		1.1564	1.1564	0.0000	3,754.281 4	3,754.281 4	1.0549		3,780.652 9
Total	2.6422	20.3885	20.6429	0.0389	15.8648	1.2439	17.1087	2.4021	1.1564	3.5585	0.0000	3,754.281 4	3,754.281 4	1.0549		3,780.652 9

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	0.6693	26.5327	6.1882	0.0986	2.8494	0.2129	3.0623	0.7810	0.2037	0.9847		10,817.94 86	10,817.94 86	0.5798	1.7174	11,344.21 79
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	0.0290	0.0212	0.2761	7.6000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		77.5444	77.5444	2.1600e-003	2.0800e-003	78.2174
Total	0.6983	26.5539	6.4642	0.0994	2.9388	0.2134	3.1523	0.8048	0.2042	1.0089		10,895.49 30	10,895.49 30	0.5820	1.7194	11,422.43 53

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					22.2822	0.0000	22.2822	10.5000	0.0000	10.5000			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	22.2822	1.6126	23.8948	10.5000	1.4836	11.9836		3,686.0619	3,686.0619	1.1922		3,715.8655

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	11.9217	472.6202	110.2285	1.7569	50.7558	3.7924	54.5481	13.9125	3.6283	17.5408		192,697.6144	192,697.6144	10.3285	30.5909	202,071.9276
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	0.0290	0.0212	0.2761	7.6000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		77.5444	77.5444	2.1600e-003	2.0800e-003	78.2174
Total	11.9507	472.6414	110.5045	1.7577	50.8452	3.7929	54.6381	13.9362	3.6288	17.5650		192,775.1589	192,775.1589	10.3307	30.5930	202,150.1450

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.0270	0.0000	10.0270	4.7250	0.0000	4.7250			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	10.0270	1.6126	11.6396	4.7250	1.4836	6.2086	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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	11.9217	472.6202	110.2285	1.7569	50.7558	3.7924	54.5481	13.9125	3.6283	17.5408		192,697.6 144	192,697.6 144	10.3285	30.5909	202,071.9 276
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	0.0290	0.0212	0.2761	7.6000e- 004	0.0894	5.3000e- 004	0.0900	0.0237	4.9000e- 004	0.0242		77.5444	77.5444	2.1600e- 003	2.0800e- 003	78.2174
Total	11.9507	472.6414	110.5045	1.7577	50.8452	3.7929	54.6381	13.9362	3.6288	17.5650		192,775.1 589	192,775.1 589	10.3307	30.5930	202,150.1 450

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	3.6350	38.9507	29.1378	0.0623		1.6392	1.6392		1.5081	1.5081		6,031.113 6	6,031.113 6	1.9506		6,079.878 2
Total	3.6350	38.9507	29.1378	0.0623	7.0826	1.6392	8.7218	3.4247	1.5081	4.9328		6,031.113 6	6,031.113 6	1.9506		6,079.878 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	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	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	3.6350	17.4025	29.1378	0.0623		1.6392	1.6392		1.5081	1.5081	0.0000	6,031.113 6	6,031.113 6	1.9506		6,079.878 2
Total	3.6350	17.4025	29.1378	0.0623	3.1872	1.6392	4.8264	1.5411	1.5081	3.0492	0.0000	6,031.113 6	6,031.113 6	1.9506		6,079.878 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	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	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8202	22.2414	7.5694	0.0876	2.9327	0.2236	3.1563	0.8444	0.2139	1.0583		9,424.3719	9,424.3719	0.3146	1.3674	9,839.7298
Worker	11.1742	8.1745	106.4156	0.2939	34.4719	0.2060	34.6779	9.1421	0.1897	9.3318		29,893.3781	29,893.3781	0.8341	0.8006	30,152.8024
Total	11.9944	30.4159	113.9850	0.3815	37.4045	0.4296	37.8342	9.9865	0.4036	10.3900		39,317.7501	39,317.7501	1.1487	2.1680	39,992.5322

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8202	22.2414	7.5694	0.0876	2.9327	0.2236	3.1563	0.8444	0.2139	1.0583		9,424.3719	9,424.3719	0.3146	1.3674	9,839.7298
Worker	11.1742	8.1745	106.4156	0.2939	34.4719	0.2060	34.6779	9.1421	0.1897	9.3318		29,893.3781	29,893.3781	0.8341	0.8006	30,152.8024
Total	11.9944	30.4159	113.9850	0.3815	37.4045	0.4296	37.8342	9.9865	0.4036	10.3900		39,317.7501	39,317.7501	1.1487	2.1680	39,992.5322

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.4847	17.4499	6.7565	0.0835	2.9327	0.0973	3.0300	0.8444	0.0931	0.9374		8,994.4490	8,994.4490	0.3004	1.3033	9,390.3264
Worker	10.3992	7.2306	98.1665	0.2844	34.4719	0.1941	34.6660	9.1421	0.1787	9.3208		29,108.3024	29,108.3024	0.7500	0.7394	29,347.3850
Total	10.8839	24.6805	104.9230	0.3679	37.4045	0.2915	37.6960	9.9865	0.2718	10.2582		38,102.7515	38,102.7515	1.0503	2.0426	38,737.7114

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.4847	17.4499	6.7565	0.0835	2.9327	0.0973	3.0300	0.8444	0.0931	0.9374		8,994.4490	8,994.4490	0.3004	1.3033	9,390.3264
Worker	10.3992	7.2306	98.1665	0.2844	34.4719	0.1941	34.6660	9.1421	0.1787	9.3208		29,108.3024	29,108.3024	0.7500	0.7394	29,347.3850
Total	10.8839	24.6805	104.9230	0.3679	37.4045	0.2915	37.6960	9.9865	0.2718	10.2582		38,102.7515	38,102.7515	1.0503	2.0426	38,737.7114

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

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	0.4723	17.5296	6.6460	0.0823	2.9327	0.0975	3.0302	0.8443	0.0933	0.9376		8,865.3188	8,865.3188	0.3004	1.2864	9,256.1609
Worker	9.7400	6.4604	91.6178	0.2761	34.4719	0.1861	34.6579	9.1421	0.1712	9.3133		28,483.2254	28,483.2254	0.6801	0.6881	28,705.2784
Total	10.2122	23.9900	98.2638	0.3584	37.4045	0.2836	37.6881	9.9864	0.2645	10.2510		37,348.5443	37,348.5443	0.9804	1.9744	37,961.4393

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

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	0.4723	17.5296	6.6460	0.0823	2.9327	0.0975	3.0302	0.8443	0.0933	0.9376		8,865.3188	8,865.3188	0.3004	1.2864	9,256.1609
Worker	9.7400	6.4604	91.6178	0.2761	34.4719	0.1861	34.6579	9.1421	0.1712	9.3133		28,483.2254	28,483.2254	0.6801	0.6881	28,705.2784
Total	10.2122	23.9900	98.2638	0.3584	37.4045	0.2836	37.6881	9.9864	0.2645	10.2510		37,348.5443	37,348.5443	0.9804	1.9744	37,961.4393

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4610	17.4476	6.5465	0.0807	2.9327	0.0978	3.0305	0.8443	0.0936	0.9379		8,703.974 5	8,703.974 5	0.3013	1.2643	9,088.277 7
Worker	9.1522	5.8091	85.5848	0.2667	34.4719	0.1775	34.6493	9.1421	0.1634	9.3055		27,788.00 85	27,788.00 85	0.6148	0.6432	27,995.06 34
Total	9.6133	23.2567	92.1313	0.3474	37.4045	0.2753	37.6798	9.9864	0.2569	10.2434		36,491.98 30	36,491.98 30	0.9161	1.9076	37,083.34 11

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4610	17.4476	6.5465	0.0807	2.9327	0.0978	3.0305	0.8443	0.0936	0.9379		8,703.974 5	8,703.974 5	0.3013	1.2643	9,088.277 7
Worker	9.1522	5.8091	85.5848	0.2667	34.4719	0.1775	34.6493	9.1421	0.1634	9.3055		27,788.00 85	27,788.00 85	0.6148	0.6432	27,995.06 34
Total	9.6133	23.2567	92.1313	0.3474	37.4045	0.2753	37.6798	9.9864	0.2569	10.2434		36,491.98 30	36,491.98 30	0.9161	1.9076	37,083.34 11

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4510	17.3253	6.4671	0.0791	2.9326	0.0976	3.0302	0.8443	0.0933	0.9377		8,540.946 8	8,540.946 8	0.3018	1.2418	8,918.557 1
Worker	8.6476	5.2772	80.5416	0.2585	34.4719	0.1686	34.6404	9.1421	0.1551	9.2972		27,156.88 75	27,156.88 75	0.5592	0.6066	27,351.62 39
Total	9.0986	22.6025	87.0087	0.3377	37.4045	0.2661	37.6706	9.9864	0.2484	10.2349		35,697.83 42	35,697.83 42	0.8610	1.8484	36,270.18 10

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4510	17.3253	6.4671	0.0791	2.9326	0.0976	3.0302	0.8443	0.0933	0.9377		8,540.946 8	8,540.946 8	0.3018	1.2418	8,918.557 1
Worker	8.6476	5.2772	80.5416	0.2585	34.4719	0.1686	34.6404	9.1421	0.1551	9.2972		27,156.88 75	27,156.88 75	0.5592	0.6066	27,351.62 39
Total	9.0986	22.6025	87.0087	0.3377	37.4045	0.2661	37.6706	9.9864	0.2484	10.2349		35,697.83 42	35,697.83 42	0.8610	1.8484	36,270.18 10

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0365	0.0222	0.3395	1.0900e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		114.4746	114.4746	2.3600e-003	2.5600e-003	115.2954
Total	0.0365	0.0222	0.3395	1.0900e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		114.4746	114.4746	2.3600e-003	2.5600e-003	115.2954

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0365	0.0222	0.3395	1.0900e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		114.4746	114.4746	2.3600e-003	2.5600e-003	115.2954
Total	0.0365	0.0222	0.3395	1.0900e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		114.4746	114.4746	2.3600e-003	2.5600e-003	115.2954

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0345	0.0204	0.3215	1.0600e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		112.1188	112.1188	2.1600e-003	2.4300e-003	112.8961
Total	0.0345	0.0204	0.3215	1.0600e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		112.1188	112.1188	2.1600e-003	2.4300e-003	112.8961

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0345	0.0204	0.3215	1.0600e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		112.1188	112.1188	2.1600e-003	2.4300e-003	112.8961
Total	0.0345	0.0204	0.3215	1.0600e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		112.1188	112.1188	2.1600e-003	2.4300e-003	112.8961

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	357.4141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	357.5850	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	1.6373	0.9660	15.2568	0.0503	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,321.329 1	5,321.329 1	0.1023	0.1152	5,358.222 2
Total	1.6373	0.9660	15.2568	0.0503	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,321.329 1	5,321.329 1	0.1023	0.1152	5,358.222 2

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	357.4141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	357.5850	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	1.6373	0.9660	15.2568	0.0503	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,321.329 1	5,321.329 1	0.1023	0.1152	5,358.222 2
Total	1.6373	0.9660	15.2568	0.0503	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,321.329 1	5,321.329 1	0.1023	0.1152	5,358.222 2

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	37.9683	34.5461	315.2758	0.6110	78.4263	0.4197	78.8461	20.9008	0.3907	21.2915		66,200.64 42	66,200.64 42	4.9649	3.2688	67,298.87 96
Unmitigated	55.5378	59.7219	558.8468	1.2756	167.8191	0.8233	168.6424	44.7241	0.7669	45.4911		138,221.8 564	138,221.8 564	8.5483	5.7716	140,155.4 919

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	23,304.96	21,034.44	17521.56	75,704,950	35,378,924
Total	23,304.96	21,034.44	17,521.56	75,704,950	35,378,924

4.3 Trip Type Information

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.538241	0.064314	0.187895	0.126318	0.023840	0.006817	0.012727	0.009020	0.000821	0.000475	0.025329	0.000761	0.003441

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	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
NaturalGas Unmitigated	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	105760	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
Total		1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	105.76	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
Total		1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69
Unmitigated	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69

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	7.3441					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	84.8232					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.4844	63.9576	27.2160	0.4082		5.1710	5.1710		5.1710	5.1710	0.0000	81,648.00 00	81,648.00 00	1.5649	1.4969	82,133.19 32
Landscaping	10.6017	4.0673	353.1006	0.0187		1.9593	1.9593		1.9593	1.9593		636.3981	636.3981	0.6094		651.6337
Total	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3441					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	84.8232					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.4844	63.9576	27.2160	0.4082		5.1710	5.1710		5.1710	5.1710	0.0000	81,648.0000	81,648.0000	1.5649	1.4969	82,133.1932
Landscaping	10.6017	4.0673	353.1006	0.0187		1.9593	1.9593		1.9593	1.9593		636.3981	636.3981	0.6094		651.6337
Total	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.3981	82,284.3981	2.1744	1.4969	82,784.8269

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Winter

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

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**West Hollywood Housing Element Update AQ****South Coast AQMD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	4,284.00	Dwelling Unit	57.55	4,284,000.00	6554

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2029
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total plan area, and estimated population increase based on Unit Amount.

Construction Phase - Assuming project buildout end date

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - Assume each site has at least 1 story on site

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

Grading - total parcel acreage (57.55 acres) converted to square feet, then multiplied that by an assumed 10-foot excavation depth for subterranean parking. Converted the cubic feet of soil to cubic yards (divided by 27).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Rule 403 Not Wood Burning Stoves

Construction Off-road Equipment Mitigation - Rule 403 compliance

Mobile Land Use Mitigation - increased density based on # of units and total acreage of project. Planning area is zoned at CBD, therefore destination accessibility is assumed .1 miles

46.8 % of units below market rate, based on the RHNA allocation.

Area Mitigation -

Energy Mitigation -

Water Mitigation - CALGreen compliance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	3,641.40	3,855.60
tblFireplaces	NumberWood	214.20	0.00
tblGrading	MaterialExported	0.00	928,547.00
tblLandUse	LotAcreage	112.74	57.55
tblLandUse	Population	12,252.00	6,554.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Demolition
tblTripsAndVMT	WorkerTripNumber	18.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	6.93	6.94
tblVehicleEF	HHD	0.47	0.48
tblVehicleEF	HHD	6.1470e-003	6.1890e-003
tblVehicleEF	HHD	1,043.68	1,008.01
tblVehicleEF	HHD	1,213.61	1,164.36
tblVehicleEF	HHD	0.05	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.19	0.19
tblVehicleEF	HHD	4.0000e-006	3.0000e-006
tblVehicleEF	HHD	5.71	5.69
tblVehicleEF	HHD	2.33	2.29
tblVehicleEF	HHD	2.38	2.39
tblVehicleEF	HHD	2.4490e-003	2.3210e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.3430e-003	2.2200e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	7.2000e-005	6.2000e-005
tblVehicleEF	HHD	0.46	0.46
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.9000e-005	2.4000e-005
tblVehicleEF	HHD	9.6800e-003	9.3420e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	6.2000e-005
tblVehicleEF	HHD	0.53	0.53
tblVehicleEF	HHD	0.10	0.10
tblVehicleEF	HHD	2.9000e-005	2.4000e-005

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	6.83	6.85
tblVehicleEF	HHD	0.47	0.48
tblVehicleEF	HHD	5.8400e-003	5.8810e-003
tblVehicleEF	HHD	1,030.92	995.53
tblVehicleEF	HHD	1,213.61	1,164.36
tblVehicleEF	HHD	0.05	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.19	0.19
tblVehicleEF	HHD	4.0000e-006	2.0000e-006
tblVehicleEF	HHD	5.44	5.42
tblVehicleEF	HHD	2.21	2.16
tblVehicleEF	HHD	2.38	2.39
tblVehicleEF	HHD	2.1560e-003	2.0470e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.0620e-003	1.9590e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	7.5000e-005	6.5000e-005
tblVehicleEF	HHD	0.49	0.49
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.8000e-005	2.4000e-005
tblVehicleEF	HHD	9.5610e-003	9.2250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.5000e-005	6.5000e-005
tblVehicleEF	HHD	0.57	0.57
tblVehicleEF	HHD	0.10	0.10
tblVehicleEF	HHD	2.8000e-005	2.4000e-005

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	7.06	7.07
tblVehicleEF	HHD	0.47	0.48
tblVehicleEF	HHD	6.1970e-003	6.2410e-003
tblVehicleEF	HHD	1,061.30	1,025.25
tblVehicleEF	HHD	1,213.61	1,164.36
tblVehicleEF	HHD	0.05	0.05
tblVehicleEF	HHD	0.17	0.16
tblVehicleEF	HHD	0.19	0.19
tblVehicleEF	HHD	4.0000e-006	3.0000e-006
tblVehicleEF	HHD	6.08	6.06
tblVehicleEF	HHD	2.30	2.26
tblVehicleEF	HHD	2.38	2.39
tblVehicleEF	HHD	2.8550e-003	2.6980e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.7310e-003	2.5810e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	7.8000e-005	6.6000e-005
tblVehicleEF	HHD	0.43	0.43
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.1000e-005	2.6000e-005
tblVehicleEF	HHD	9.8460e-003	9.5030e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.8000e-005	6.6000e-005
tblVehicleEF	HHD	0.49	0.49
tblVehicleEF	HHD	0.10	0.10
tblVehicleEF	HHD	3.1000e-005	2.6000e-005

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

tblVehicleEF	LDA	1.3000e-003	1.1240e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.48	0.46
tblVehicleEF	LDA	1.63	1.55
tblVehicleEF	LDA	230.30	224.36
tblVehicleEF	LDA	45.83	44.44
tblVehicleEF	LDA	3.3540e-003	3.2280e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	1.1580e-003	1.0210e-003
tblVehicleEF	LDA	1.3470e-003	1.2030e-003
tblVehicleEF	LDA	1.0650e-003	9.4000e-004
tblVehicleEF	LDA	1.2380e-003	1.1060e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	4.5050e-003	3.7880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	2.1440e-003	2.0620e-003
tblVehicleEF	LDA	4.2700e-004	4.0800e-004
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	6.5420e-003	5.4990e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	1.4070e-003	1.2180e-003

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.54	0.51
tblVehicleEF	LDA	1.40	1.33
tblVehicleEF	LDA	242.25	236.06
tblVehicleEF	LDA	45.40	44.03
tblVehicleEF	LDA	3.0970e-003	2.9820e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	1.1580e-003	1.0210e-003
tblVehicleEF	LDA	1.3470e-003	1.2030e-003
tblVehicleEF	LDA	1.0650e-003	9.4000e-004
tblVehicleEF	LDA	1.2380e-003	1.1060e-003
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	4.8260e-003	4.0600e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.11	0.09
tblVehicleEF	LDA	2.2560e-003	2.1690e-003
tblVehicleEF	LDA	4.2300e-004	4.0500e-004
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	7.0110e-003	5.8960e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.12	0.10
tblVehicleEF	LDA	1.2700e-003	1.0980e-003
tblVehicleEF	LDA	0.03	0.03

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	LDA	0.46	0.44
tblVehicleEF	LDA	1.68	1.59
tblVehicleEF	LDA	226.44	220.60
tblVehicleEF	LDA	45.91	44.52
tblVehicleEF	LDA	3.2660e-003	3.1430e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	1.1580e-003	1.0210e-003
tblVehicleEF	LDA	1.3470e-003	1.2030e-003
tblVehicleEF	LDA	1.0650e-003	9.4000e-004
tblVehicleEF	LDA	1.2380e-003	1.1060e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	4.4100e-003	3.7070e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	2.1080e-003	2.0270e-003
tblVehicleEF	LDA	4.2700e-004	4.0900e-004
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	6.4040e-003	5.3820e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.14	0.12
tblVehicleEF	LDT1	2.9410e-003	2.3150e-003
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.74	0.65

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

tblVehicleEF	LDT1	1.77	1.68
tblVehicleEF	LDT1	278.21	271.86
tblVehicleEF	LDT1	55.74	54.21
tblVehicleEF	LDT1	4.6910e-003	4.1140e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.16	0.15
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.08	0.06
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.01	9.2150e-003
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	2.5900e-003	2.4980e-003
tblVehicleEF	LDT1	5.1900e-004	4.9800e-004
tblVehicleEF	LDT1	0.08	0.06
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	3.1580e-003	2.4890e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.83	0.72
tblVehicleEF	LDT1	1.52	1.45

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

tblVehicleEF	LDT1	290.32	283.69
tblVehicleEF	LDT1	55.25	53.75
tblVehicleEF	LDT1	4.2910e-003	3.7640e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.01	9.8480e-003
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	2.7030e-003	2.6070e-003
tblVehicleEF	LDT1	5.1400e-004	4.9400e-004
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.14
tblVehicleEF	LDT1	2.8770e-003	2.2630e-003
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.72	0.62
tblVehicleEF	LDT1	1.82	1.73
tblVehicleEF	LDT1	274.15	267.88

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

tblVehicleEF	LDT1	55.84	54.30
tblVehicleEF	LDT1	4.5680e-003	4.0030e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.16	0.15
tblVehicleEF	LDT1	1.4860e-003	1.2730e-003
tblVehicleEF	LDT1	1.6550e-003	1.4430e-003
tblVehicleEF	LDT1	1.3660e-003	1.1700e-003
tblVehicleEF	LDT1	1.5220e-003	1.3270e-003
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.01	9.0200e-003
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	2.5520e-003	2.4610e-003
tblVehicleEF	LDT1	5.2000e-004	4.9900e-004
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT2	2.3260e-003	2.0120e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.65	0.61
tblVehicleEF	LDT2	2.13	2.04
tblVehicleEF	LDT2	283.77	274.76
tblVehicleEF	LDT2	57.16	55.04

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

tblVehicleEF	LDT2	4.3710e-003	4.0510e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.16	0.15
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	8.9440e-003	7.5950e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	2.6420e-003	2.5250e-003
tblVehicleEF	LDT2	5.3200e-004	5.0600e-004
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.19	0.17
tblVehicleEF	LDT2	2.5060e-003	2.1700e-003
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.73	0.69
tblVehicleEF	LDT2	1.83	1.75
tblVehicleEF	LDT2	295.07	285.70
tblVehicleEF	LDT2	56.59	54.50
tblVehicleEF	LDT2	4.0290e-003	3.7360e-003

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

tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.14
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	9.5550e-003	8.1160e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.16	0.14
tblVehicleEF	LDT2	2.7470e-003	2.6260e-003
tblVehicleEF	LDT2	5.2700e-004	5.0100e-004
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.17	0.15
tblVehicleEF	LDT2	2.2730e-003	1.9660e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.63	0.59
tblVehicleEF	LDT2	2.19	2.10
tblVehicleEF	LDT2	279.99	271.09
tblVehicleEF	LDT2	57.28	55.16
tblVehicleEF	LDT2	4.2610e-003	3.9480e-003
tblVehicleEF	LDT2	0.02	0.02

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

tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.17	0.15
tblVehicleEF	LDT2	1.2910e-003	1.1550e-003
tblVehicleEF	LDT2	1.4140e-003	1.2700e-003
tblVehicleEF	LDT2	1.1880e-003	1.0640e-003
tblVehicleEF	LDT2	1.3000e-003	1.1680e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	8.7560e-003	7.4340e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	2.6070e-003	2.4910e-003
tblVehicleEF	LDT2	5.3300e-004	5.0700e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.20	0.17
tblVehicleEF	LHD1	4.2140e-003	3.9660e-003
tblVehicleEF	LHD1	2.6200e-003	2.1570e-003
tblVehicleEF	LHD1	9.0920e-003	7.8500e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.23
tblVehicleEF	LHD1	0.85	0.80
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.87	9.40

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

tblVehicleEF	LHD1	7.6300e-004	7.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.33	0.25
tblVehicleEF	LHD1	0.22	0.20
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004
tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	1.6390e-003	1.4550e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0520e-003	9.6000e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.15	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.8000e-005	9.3000e-005
tblVehicleEF	LHD1	1.6390e-003	1.4550e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0520e-003	9.6000e-004
tblVehicleEF	LHD1	0.04	0.03

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

tblVehicleEF	LHD1	0.15	0.14
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	4.2230e-003	3.9750e-003
tblVehicleEF	LHD1	2.6510e-003	2.1800e-003
tblVehicleEF	LHD1	8.7840e-003	7.5850e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.24
tblVehicleEF	LHD1	0.81	0.77
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.80	9.34
tblVehicleEF	LHD1	7.6500e-004	7.6200e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.31	0.23
tblVehicleEF	LHD1	0.21	0.19
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004
tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	2.5340e-003	2.2520e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5430e-003	1.4050e-003

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

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.15	0.13
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.7000e-005	9.2000e-005
tblVehicleEF	LHD1	2.5340e-003	2.2520e-003
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5430e-003	1.4050e-003
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.15	0.13
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	4.2130e-003	3.9650e-003
tblVehicleEF	LHD1	2.6130e-003	2.1520e-003
tblVehicleEF	LHD1	9.1440e-003	7.8950e-003
tblVehicleEF	LHD1	0.17	0.17
tblVehicleEF	LHD1	0.30	0.23
tblVehicleEF	LHD1	0.86	0.80
tblVehicleEF	LHD1	8.38	8.20
tblVehicleEF	LHD1	576.90	559.57
tblVehicleEF	LHD1	9.88	9.40
tblVehicleEF	LHD1	7.6300e-004	7.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.32	0.24
tblVehicleEF	LHD1	0.22	0.20
tblVehicleEF	LHD1	9.5100e-004	9.8000e-004

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

tblVehicleEF	LHD1	9.9750e-003	0.01
tblVehicleEF	LHD1	5.1800e-003	4.7830e-003
tblVehicleEF	LHD1	2.0300e-004	1.9200e-004
tblVehicleEF	LHD1	9.1000e-004	9.3700e-004
tblVehicleEF	LHD1	2.4940e-003	2.5030e-003
tblVehicleEF	LHD1	4.9320e-003	4.5530e-003
tblVehicleEF	LHD1	1.8700e-004	1.7600e-004
tblVehicleEF	LHD1	1.6120e-003	1.4100e-003
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0220e-003	9.2700e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.16	0.15
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.1000e-005	7.9000e-005
tblVehicleEF	LHD1	5.6170e-003	5.4460e-003
tblVehicleEF	LHD1	9.8000e-005	9.3000e-005
tblVehicleEF	LHD1	1.6120e-003	1.4100e-003
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0220e-003	9.2700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.16	0.15
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD2	2.8740e-003	2.6920e-003
tblVehicleEF	LHD2	2.2670e-003	2.0790e-003
tblVehicleEF	LHD2	5.9100e-003	5.0920e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22

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

tblVehicleEF	LHD2	0.52	0.49
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.20	6.81
tblVehicleEF	LHD2	1.6120e-003	1.6000e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	0.15	0.13
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005
tblVehicleEF	LHD2	9.3000e-004	8.2700e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.3900e-004	5.8600e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	9.3000e-004	8.2700e-004

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

tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.3900e-004	5.8600e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.8800e-003	2.6970e-003
tblVehicleEF	LHD2	2.2810e-003	2.0910e-003
tblVehicleEF	LHD2	5.7120e-003	4.9210e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.50	0.47
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.16	6.77
tblVehicleEF	LHD2	1.6130e-003	1.6010e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.38	0.30
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005

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

tblVehicleEF	LHD2	1.4390e-003	1.2780e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3100e-004	8.5000e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	1.4390e-003	1.2780e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.3100e-004	8.5000e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	2.8730e-003	2.6910e-003
tblVehicleEF	LHD2	2.2630e-003	2.0760e-003
tblVehicleEF	LHD2	5.9470e-003	5.1230e-003
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.52	0.49
tblVehicleEF	LHD2	12.94	12.72
tblVehicleEF	LHD2	580.70	563.89
tblVehicleEF	LHD2	7.20	6.81
tblVehicleEF	LHD2	1.6120e-003	1.6000e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.01

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tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	0.15	0.14
tblVehicleEF	LHD2	1.4210e-003	1.4420e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.5910e-003	9.5210e-003
tblVehicleEF	LHD2	1.1200e-004	1.0700e-004
tblVehicleEF	LHD2	1.3590e-003	1.3800e-003
tblVehicleEF	LHD2	2.6910e-003	2.6990e-003
tblVehicleEF	LHD2	9.1630e-003	9.0960e-003
tblVehicleEF	LHD2	1.0300e-004	9.9000e-005
tblVehicleEF	LHD2	8.7500e-004	7.6800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.0900e-004	5.5800e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.02
tblVehicleEF	LHD2	1.2400e-004	1.2200e-004
tblVehicleEF	LHD2	5.6050e-003	5.4400e-003
tblVehicleEF	LHD2	7.1000e-005	6.7000e-005
tblVehicleEF	LHD2	8.7500e-004	7.6800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.0900e-004	5.5800e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	MCY	0.36	0.36

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

tblVehicleEF	MCY	0.23	0.23
tblVehicleEF	MCY	17.92	17.77
tblVehicleEF	MCY	8.66	8.69
tblVehicleEF	MCY	219.94	220.14
tblVehicleEF	MCY	57.97	57.59
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	0.26	0.26
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.17	1.18
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	0.68	0.68
tblVehicleEF	MCY	2.44	2.44
tblVehicleEF	MCY	0.47	0.45
tblVehicleEF	MCY	1.76	1.75
tblVehicleEF	MCY	2.1760e-003	2.1780e-003
tblVehicleEF	MCY	5.7400e-004	5.7000e-004
tblVehicleEF	MCY	1.17	1.18
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	0.68	0.68
tblVehicleEF	MCY	3.06	3.07
tblVehicleEF	MCY	0.47	0.45
tblVehicleEF	MCY	1.92	1.91
tblVehicleEF	MCY	0.36	0.36
tblVehicleEF	MCY	0.21	0.21

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

tblVehicleEF	MCY	17.49	17.35
tblVehicleEF	MCY	7.87	7.89
tblVehicleEF	MCY	219.09	219.32
tblVehicleEF	MCY	56.10	55.72
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.25	0.25
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.95	1.95
tblVehicleEF	MCY	0.76	0.75
tblVehicleEF	MCY	1.18	1.18
tblVehicleEF	MCY	2.40	2.40
tblVehicleEF	MCY	0.44	0.42
tblVehicleEF	MCY	1.57	1.57
tblVehicleEF	MCY	2.1680e-003	2.1700e-003
tblVehicleEF	MCY	5.5500e-004	5.5100e-004
tblVehicleEF	MCY	1.95	1.95
tblVehicleEF	MCY	0.76	0.75
tblVehicleEF	MCY	1.18	1.18
tblVehicleEF	MCY	3.01	3.01
tblVehicleEF	MCY	0.44	0.42
tblVehicleEF	MCY	1.71	1.71
tblVehicleEF	MCY	0.36	0.36
tblVehicleEF	MCY	0.23	0.23
tblVehicleEF	MCY	17.94	17.79

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

tblVehicleEF	MCY	8.77	8.81
tblVehicleEF	MCY	220.00	220.20
tblVehicleEF	MCY	58.26	57.89
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.27	0.27
tblVehicleEF	MCY	2.5080e-003	2.5470e-003
tblVehicleEF	MCY	2.9180e-003	2.8640e-003
tblVehicleEF	MCY	2.3390e-003	2.3750e-003
tblVehicleEF	MCY	2.7300e-003	2.6760e-003
tblVehicleEF	MCY	1.25	1.25
tblVehicleEF	MCY	0.81	0.80
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	2.45	2.45
tblVehicleEF	MCY	0.54	0.52
tblVehicleEF	MCY	1.79	1.78
tblVehicleEF	MCY	2.1770e-003	2.1790e-003
tblVehicleEF	MCY	5.7700e-004	5.7300e-004
tblVehicleEF	MCY	1.25	1.25
tblVehicleEF	MCY	0.81	0.80
tblVehicleEF	MCY	0.64	0.64
tblVehicleEF	MCY	3.07	3.07
tblVehicleEF	MCY	0.54	0.52
tblVehicleEF	MCY	1.95	1.94
tblVehicleEF	MDV	2.5910e-003	2.1840e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.67	0.62
tblVehicleEF	MDV	2.22	2.09

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

tblVehicleEF	MDV	348.51	336.29
tblVehicleEF	MDV	69.09	66.21
tblVehicleEF	MDV	5.8540e-003	5.4060e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.08	0.07
tblVehicleEF	MDV	0.01	8.4320e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	3.2460e-003	3.0920e-003
tblVehicleEF	MDV	6.4300e-004	6.0800e-004
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.08	0.07
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.22	0.19
tblVehicleEF	MDV	2.7960e-003	2.3590e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.75	0.70
tblVehicleEF	MDV	1.90	1.80
tblVehicleEF	MDV	360.15	347.45

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

tblVehicleEF	MDV	68.49	65.65
tblVehicleEF	MDV	5.4860e-003	5.0770e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.15
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.12	0.11
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.01	9.0180e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.18	0.15
tblVehicleEF	MDV	3.3540e-003	3.1950e-003
tblVehicleEF	MDV	6.3800e-004	6.0300e-004
tblVehicleEF	MDV	0.12	0.11
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	2.5320e-003	2.1340e-003
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.65	0.60
tblVehicleEF	MDV	2.28	2.15
tblVehicleEF	MDV	344.65	332.59
tblVehicleEF	MDV	69.22	66.33

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

tblVehicleEF	MDV	5.7340e-003	5.2980e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	1.2990e-003	1.1580e-003
tblVehicleEF	MDV	1.4080e-003	1.2620e-003
tblVehicleEF	MDV	1.1970e-003	1.0670e-003
tblVehicleEF	MDV	1.2940e-003	1.1610e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	9.9900e-003	8.2540e-003
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.21	0.18
tblVehicleEF	MDV	3.2100e-003	3.0580e-003
tblVehicleEF	MDV	6.4400e-004	6.0900e-004
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MH	4.3730e-003	3.7920e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.33	0.25
tblVehicleEF	MH	1.60	1.53
tblVehicleEF	MH	1,313.46	1,277.06
tblVehicleEF	MH	15.82	15.21
tblVehicleEF	MH	0.05	0.05

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

tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.97	0.92
tblVehicleEF	MH	0.24	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.22	0.19
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	6.1030e-003	4.4950e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5700e-004	1.5100e-004
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.22	0.19
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	6.1030e-003	4.4950e-003
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	4.4410e-003	3.8510e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.34	0.25
tblVehicleEF	MH	1.51	1.44
tblVehicleEF	MH	1,313.47	1,277.07
tblVehicleEF	MH	15.67	15.07

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

tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.91	0.87
tblVehicleEF	MH	0.23	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.71	0.60
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.33	0.29
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	5.9950e-003	4.4130e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5500e-004	1.4900e-004
tblVehicleEF	MH	0.71	0.60
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.33	0.29
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	5.9950e-003	4.4130e-003
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	4.3560e-003	3.7780e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.33	0.25
tblVehicleEF	MH	1.61	1.54
tblVehicleEF	MH	1,313.45	1,277.06

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

tblVehicleEF	MH	15.85	15.24
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.96	0.91
tblVehicleEF	MH	0.24	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.0400e-004	1.9900e-004
tblVehicleEF	MH	3.2950e-003	3.2990e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	1.8300e-004
tblVehicleEF	MH	0.46	0.38
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.21	0.19
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	6.4720e-003	4.7810e-003
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.5700e-004	1.5100e-004
tblVehicleEF	MH	0.46	0.38
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.21	0.19
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	6.4720e-003	4.7810e-003
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MHD	3.7440e-003	3.6600e-003
tblVehicleEF	MHD	8.7700e-004	7.7300e-004
tblVehicleEF	MHD	8.4600e-003	8.0770e-003
tblVehicleEF	MHD	0.36	0.36

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

tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.86	0.80
tblVehicleEF	MHD	56.48	54.82
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.84	8.37
tblVehicleEF	MHD	7.9680e-003	7.7550e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.5680e-003	7.4320e-003
tblVehicleEF	MHD	0.29	0.28
tblVehicleEF	MHD	1.03	1.03
tblVehicleEF	MHD	1.68	1.70
tblVehicleEF	MHD	1.3500e-004	1.0800e-004
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.2900e-004	1.0400e-004
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	4.0200e-004	3.7900e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8800e-004	2.7700e-004
tblVehicleEF	MHD	9.0020e-003	8.4370e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.3600e-004	5.2100e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.7000e-005	8.3000e-005
tblVehicleEF	MHD	4.0200e-004	3.7900e-004
tblVehicleEF	MHD	0.02	0.02

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

tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8800e-004	2.7700e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	3.5600e-003	3.4800e-003
tblVehicleEF	MHD	8.9100e-004	7.8500e-004
tblVehicleEF	MHD	8.1710e-003	7.8030e-003
tblVehicleEF	MHD	0.31	0.31
tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.82	0.76
tblVehicleEF	MHD	56.20	54.49
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.76	8.30
tblVehicleEF	MHD	7.8890e-003	7.6710e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.4270e-003	7.2900e-003
tblVehicleEF	MHD	0.27	0.26
tblVehicleEF	MHD	0.97	0.98
tblVehicleEF	MHD	1.68	1.69
tblVehicleEF	MHD	1.1600e-004	9.4000e-005
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.1100e-004	9.0000e-005
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	6.1900e-004	5.8400e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02

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

tblVehicleEF	MHD	4.1500e-004	3.9800e-004
tblVehicleEF	MHD	9.0540e-003	8.4790e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.3400e-004	5.1800e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.7000e-005	8.2000e-005
tblVehicleEF	MHD	6.1900e-004	5.8400e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.1500e-004	3.9800e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	4.0120e-003	3.9200e-003
tblVehicleEF	MHD	8.7200e-004	7.6900e-004
tblVehicleEF	MHD	8.5040e-003	8.1180e-003
tblVehicleEF	MHD	0.44	0.43
tblVehicleEF	MHD	0.12	0.11
tblVehicleEF	MHD	0.87	0.81
tblVehicleEF	MHD	56.86	55.27
tblVehicleEF	MHD	904.16	876.47
tblVehicleEF	MHD	8.85	8.38
tblVehicleEF	MHD	8.0810e-003	7.8760e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	7.6480e-003	7.5100e-003
tblVehicleEF	MHD	0.30	0.29
tblVehicleEF	MHD	1.01	1.02
tblVehicleEF	MHD	1.68	1.70

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

tblVehicleEF	MHD	1.6000e-004	1.2800e-004
tblVehicleEF	MHD	6.7910e-003	6.6750e-003
tblVehicleEF	MHD	1.0100e-004	1.0000e-004
tblVehicleEF	MHD	1.5300e-004	1.2200e-004
tblVehicleEF	MHD	6.4910e-003	6.3800e-003
tblVehicleEF	MHD	9.3000e-005	9.2000e-005
tblVehicleEF	MHD	3.7300e-004	3.4700e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.7300e-004	2.6200e-004
tblVehicleEF	MHD	8.9850e-003	8.4250e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	5.4000e-004	5.2500e-004
tblVehicleEF	MHD	8.6300e-003	8.3640e-003
tblVehicleEF	MHD	8.8000e-005	8.3000e-005
tblVehicleEF	MHD	3.7300e-004	3.4700e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	2.7300e-004	2.6200e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	OBUS	8.1980e-003	8.1510e-003
tblVehicleEF	OBUS	2.5740e-003	2.1670e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.65	0.66
tblVehicleEF	OBUS	0.32	0.26
tblVehicleEF	OBUS	1.94	1.86

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

tblVehicleEF	OBUS	91.50	91.45
tblVehicleEF	OBUS	1,195.77	1,159.77
tblVehicleEF	OBUS	16.64	16.02
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.39	0.40
tblVehicleEF	OBUS	1.07	1.08
tblVehicleEF	OBUS	0.89	0.91
tblVehicleEF	OBUS	1.3200e-004	1.3500e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003
tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.2600e-004	1.2900e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	1.7630e-003	1.6870e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	9.2900e-004	9.0600e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	8.7000e-004	8.6900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6500e-004	1.5900e-004
tblVehicleEF	OBUS	1.7630e-003	1.6870e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	9.2900e-004	9.0600e-004

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

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	8.2960e-003	8.2500e-003
tblVehicleEF	OBUS	2.6260e-003	2.2100e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.64	0.65
tblVehicleEF	OBUS	0.32	0.26
tblVehicleEF	OBUS	1.84	1.75
tblVehicleEF	OBUS	90.43	90.38
tblVehicleEF	OBUS	1,195.78	1,159.77
tblVehicleEF	OBUS	16.45	15.85
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.37	0.38
tblVehicleEF	OBUS	1.00	1.01
tblVehicleEF	OBUS	0.88	0.90
tblVehicleEF	OBUS	1.1700e-004	1.2000e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003
tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.1200e-004	1.1500e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	2.6510e-003	2.5360e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	1.3540e-003	1.3150e-003
tblVehicleEF	OBUS	0.02	0.02

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

tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	8.6000e-004	8.5900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6300e-004	1.5700e-004
tblVehicleEF	OBUS	2.6510e-003	2.5360e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	1.3540e-003	1.3150e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	8.0860e-003	8.0370e-003
tblVehicleEF	OBUS	2.5600e-003	2.1550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.66	0.66
tblVehicleEF	OBUS	0.31	0.26
tblVehicleEF	OBUS	1.96	1.88
tblVehicleEF	OBUS	92.98	92.94
tblVehicleEF	OBUS	1,195.76	1,159.76
tblVehicleEF	OBUS	16.67	16.06
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.42	0.43
tblVehicleEF	OBUS	1.05	1.06
tblVehicleEF	OBUS	0.89	0.91
tblVehicleEF	OBUS	1.5200e-004	1.5600e-004
tblVehicleEF	OBUS	7.4690e-003	7.5490e-003

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

tblVehicleEF	OBUS	2.0000e-004	1.9800e-004
tblVehicleEF	OBUS	1.4600e-004	1.4900e-004
tblVehicleEF	OBUS	7.1300e-003	7.2070e-003
tblVehicleEF	OBUS	1.8400e-004	1.8200e-004
tblVehicleEF	OBUS	1.7420e-003	1.6430e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	9.0000e-004	8.7200e-004
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.08	0.08
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	8.8400e-004	8.8300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6500e-004	1.5900e-004
tblVehicleEF	OBUS	1.7420e-003	1.6430e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	9.0000e-004	8.7200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.08
tblVehicleEF	OBUS	0.11	0.10
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9340e-003	4.0840e-003
tblVehicleEF	SBUS	8.4010e-003	8.6630e-003
tblVehicleEF	SBUS	3.81	4.00
tblVehicleEF	SBUS	0.44	0.37
tblVehicleEF	SBUS	1.08	1.10
tblVehicleEF	SBUS	343.43	336.66
tblVehicleEF	SBUS	993.04	961.73

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

tblVehicleEF	SBUS	6.85	7.03
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.4270e-003	8.9050e-003
tblVehicleEF	SBUS	2.42	2.13
tblVehicleEF	SBUS	2.97	2.44
tblVehicleEF	SBUS	1.25	1.38
tblVehicleEF	SBUS	1.9290e-003	1.4470e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	1.8460e-003	1.3850e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	1.5300e-003	1.6860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45
tblVehicleEF	SBUS	8.6600e-004	9.6000e-004
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	3.2870e-003	3.2250e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.8000e-005	7.0000e-005
tblVehicleEF	SBUS	1.5300e-003	1.6860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	8.6600e-004	9.6000e-004

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9960e-003	4.1360e-003
tblVehicleEF	SBUS	7.3930e-003	7.6270e-003
tblVehicleEF	SBUS	3.78	3.98
tblVehicleEF	SBUS	0.45	0.38
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	347.26	339.02
tblVehicleEF	SBUS	993.06	961.74
tblVehicleEF	SBUS	6.48	6.66
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.2090e-003	8.6730e-003
tblVehicleEF	SBUS	2.44	2.13
tblVehicleEF	SBUS	2.80	2.30
tblVehicleEF	SBUS	1.25	1.38
tblVehicleEF	SBUS	1.6360e-003	1.2300e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	1.5650e-003	1.1770e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	2.3760e-003	2.6120e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45

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

tblVehicleEF	SBUS	1.2980e-003	1.4300e-003
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.3230e-003	3.2470e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.4000e-005	6.6000e-005
tblVehicleEF	SBUS	2.3760e-003	2.6120e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	1.2980e-003	1.4300e-003
tblVehicleEF	SBUS	0.08	0.06
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.09	0.10
tblVehicleEF	SBUS	4.9190e-003	4.0710e-003
tblVehicleEF	SBUS	8.6150e-003	8.8850e-003
tblVehicleEF	SBUS	3.84	4.03
tblVehicleEF	SBUS	0.44	0.37
tblVehicleEF	SBUS	1.12	1.14
tblVehicleEF	SBUS	338.14	333.39
tblVehicleEF	SBUS	993.04	961.73
tblVehicleEF	SBUS	6.91	7.10
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.5640e-003	9.0490e-003
tblVehicleEF	SBUS	2.39	2.12
tblVehicleEF	SBUS	2.92	2.41
tblVehicleEF	SBUS	1.25	1.38

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

tblVehicleEF	SBUS	2.3340e-003	1.7470e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	8.2000e-005	8.9000e-005
tblVehicleEF	SBUS	2.2330e-003	1.6710e-003
tblVehicleEF	SBUS	2.6100e-003	2.6020e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	7.5000e-005	8.2000e-005
tblVehicleEF	SBUS	1.4070e-003	1.5440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.43	0.45
tblVehicleEF	SBUS	8.3200e-004	9.2000e-004
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	3.2370e-003	3.1940e-003
tblVehicleEF	SBUS	9.5240e-003	9.2290e-003
tblVehicleEF	SBUS	6.8000e-005	7.0000e-005
tblVehicleEF	SBUS	1.4070e-003	1.5440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.63	0.66
tblVehicleEF	SBUS	8.3200e-004	9.2000e-004
tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.05	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.43
tblVehicleEF	UBUS	0.94	0.95

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

tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	10.10	9.93
tblVehicleEF	UBUS	0.35	0.35
tblVehicleEF	UBUS	9.4720e-003	9.7350e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.11
tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	5.6300e-004	5.9900e-004
tblVehicleEF	UBUS	5.8400e-003	6.9350e-003
tblVehicleEF	UBUS	3.9700e-004	4.4200e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.0890e-003	1.4420e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	1.9590e-003	1.8920e-003
tblVehicleEF	UBUS	1.0000e-004	9.8000e-005
tblVehicleEF	UBUS	5.6300e-004	5.9900e-004
tblVehicleEF	UBUS	5.8400e-003	6.9350e-003
tblVehicleEF	UBUS	3.9700e-004	4.4200e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.0890e-003	1.4420e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.44
tblVehicleEF	UBUS	0.82	0.83
tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	9.90	9.73
tblVehicleEF	UBUS	0.35	0.35

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

tblVehicleEF	UBUS	9.3750e-003	9.6350e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.10
tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	8.8400e-004	9.0700e-004
tblVehicleEF	UBUS	6.2430e-003	7.3470e-003
tblVehicleEF	UBUS	6.2800e-004	6.6500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.0130e-003	1.3200e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	1.9590e-003	1.8930e-003
tblVehicleEF	UBUS	9.8000e-005	9.6000e-005
tblVehicleEF	UBUS	8.8400e-004	9.0700e-004
tblVehicleEF	UBUS	6.2430e-003	7.3470e-003
tblVehicleEF	UBUS	6.2800e-004	6.6500e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.0130e-003	1.3200e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	5.46	5.46
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	42.42	42.43
tblVehicleEF	UBUS	0.96	0.97
tblVehicleEF	UBUS	1,923.47	1,917.12
tblVehicleEF	UBUS	10.13	9.96
tblVehicleEF	UBUS	0.35	0.35
tblVehicleEF	UBUS	9.5930e-003	9.8600e-003
tblVehicleEF	UBUS	0.44	0.44
tblVehicleEF	UBUS	0.10	0.11

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

tblVehicleEF	UBUS	3.2020e-003	3.1990e-003
tblVehicleEF	UBUS	3.0540e-003	3.0510e-003
tblVehicleEF	UBUS	5.6800e-004	6.0900e-004
tblVehicleEF	UBUS	6.3850e-003	7.5420e-003
tblVehicleEF	UBUS	3.9300e-004	4.3100e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	1.2910e-003	1.7350e-003
tblVehicleEF	UBUS	0.06	0.06
tblVehicleEF	UBUS	1.9590e-003	1.8920e-003
tblVehicleEF	UBUS	1.0000e-004	9.9000e-005
tblVehicleEF	UBUS	5.6800e-004	6.0900e-004
tblVehicleEF	UBUS	6.3850e-003	7.5420e-003
tblVehicleEF	UBUS	3.9300e-004	4.3100e-004
tblVehicleEF	UBUS	5.57	5.57
tblVehicleEF	UBUS	1.2910e-003	1.7350e-003
tblVehicleEF	UBUS	0.06	0.06
tblWoodstoves	NumberCatalytic	214.20	0.00
tblWoodstoves	NumberNoncatalytic	214.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1815	60.6890	28.8029	0.1412	38.1939	1.9285	40.1224	6.1427	1.8018	7.9445	0.0000	14,950.70 21	14,950.70 21	1.6493	1.7650	15,517.90 83
2022	15.4585	485.8304	141.3868	1.7951	73.1274	5.3985	78.5259	24.4362	5.1057	29.5419	0.0000	196,395.0 530	196,395.0 530	11.5411	30.5809	205,796.7 010
2023	11.9309	37.6221	131.2638	0.4122	37.4045	0.9907	38.3952	9.9865	0.9297	10.9162	0.0000	42,435.08 00	42,435.08 00	1.6494	1.9968	43,071.37 03
2024	11.1651	36.0545	123.7972	0.4022	37.4045	0.8964	38.3009	9.9864	0.8410	10.8274	0.0000	41,641.68 85	41,641.68 85	1.5763	1.9319	42,256.80 96
2025	10.4686	34.4072	116.8899	0.3906	37.4045	0.8024	38.2069	9.9864	0.7527	10.7392	0.0000	40,740.80 99	40,740.80 99	1.5085	1.8679	41,335.15 09
2026	9.9579	33.8042	111.2042	0.3804	37.4045	0.7932	38.1977	9.9864	0.7443	10.7307	0.0000	39,906.48 95	39,906.48 95	1.4536	1.8110	40,482.51 33
2027	359.1174	8.6003	18.6343	0.0563	6.8966	0.4192	6.9798	1.8290	0.3857	1.9097	0.0000	5,929.547 7	5,929.547 7	0.7158	0.1088	5,964.853 0
Maximum	359.1174	485.8304	141.3868	1.7951	73.1274	5.3985	78.5259	24.4362	5.1057	29.5419	0.0000	196,395.0 530	196,395.0 530	11.5411	30.5809	205,796.7 010

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1815	54.1965	28.8029	0.1412	18.8036	1.9285	20.7321	3.2068	1.8018	5.0087	0.0000	14,950.70 21	14,950.70 21	1.6493	1.7650	15,517.90 83
2022	15.4585	485.8304	141.3868	1.7951	60.8722	5.3985	66.2707	18.6612	5.1057	23.7669	0.0000	196,395.0 530	196,395.0 530	11.5411	30.5809	205,796.7 010
2023	11.9309	37.6221	131.2638	0.4122	37.4045	0.9907	38.3952	9.9865	0.9297	10.9162	0.0000	42,435.08 00	42,435.08 00	1.6494	1.9968	43,071.37 02
2024	11.1651	36.0545	123.7972	0.4022	37.4045	0.8964	38.3009	9.9864	0.8410	10.8274	0.0000	41,641.68 85	41,641.68 85	1.5763	1.9319	42,256.80 96
2025	10.4686	34.4072	116.8899	0.3906	37.4045	0.8024	38.2069	9.9864	0.7527	10.7392	0.0000	40,740.80 99	40,740.80 99	1.5085	1.8679	41,335.15 09
2026	9.9579	33.8042	111.2042	0.3804	37.4045	0.7932	38.1977	9.9864	0.7443	10.7307	0.0000	39,906.48 95	39,906.48 95	1.4536	1.8110	40,482.51 33
2027	359.1174	8.6003	18.6343	0.0563	6.8966	0.4192	6.9798	1.8290	0.3857	1.9097	0.0000	5,929.547 7	5,929.547 7	0.7158	0.1088	5,964.853 0
Maximum	359.1174	485.8304	141.3868	1.7951	60.8722	5.3985	66.2707	18.6612	5.1057	23.7669	0.0000	196,395.0 530	196,395.0 530	11.5411	30.5809	205,796.7 010

	ROG	NOx	CO	SO2	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	0.93	0.00	0.00	11.82	0.00	11.35	12.04	0.00	10.54	0.00	0.00	0.00	0.00	0.00	0.00

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69
Energy	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.31 01	12,442.31 01	0.2385	0.2281	12,516.24 86
Mobile	57.6919	55.5973	575.0179	1.3371	167.8191	0.8229	168.6420	44.7241	0.7666	45.4907		144,902.0 110	144,902.0 110	8.3442	5.5691	146,770.2 190
Total	169.0858	133.3687	959.4819	1.8262	167.8191	8.7412	176.5603	44.7241	8.6849	53.4090	0.0000	239,628.7 192	239,628.7 192	10.7570	7.2941	242,071.2 945

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	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.39 81	82,284.39 81	2.1744	1.4969	82,784.82 69
Energy	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.31 01	12,442.31 01	0.2385	0.2281	12,516.24 86
Mobile	40.3168	32.1594	314.7081	0.6395	78.4263	0.4194	78.8457	20.9008	0.3904	21.2911		69,299.46 99	69,299.46 99	4.7573	3.1441	70,355.33 54
Total	151.7108	109.9308	699.1721	1.1286	78.4263	8.3377	86.7640	20.9008	8.3087	29.2094	0.0000	164,026.1 781	164,026.1 781	7.1701	4.8691	165,656.4 109

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.28	17.57	27.13	38.20	53.27	4.62	50.86	53.27	4.33	45.31	0.00	31.55	31.55	33.34	33.25	31.57

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/29/2021	1/4/2022	5	70	
2	Site Preparation	Site Preparation	1/5/2022	3/1/2022	5	40	
3	Grading	Grading	3/2/2022	8/2/2022	5	110	
4	Building Construction	Building Construction	8/3/2022	11/3/2026	5	1110	
5	Paving	Paving	11/4/2026	2/16/2027	5	75	
6	Architectural Coating	Architectural Coating	2/17/2027	6/1/2027	5	75	

Acres of Grading (Site Preparation Phase): 60**Acres of Grading (Grading Phase): 110****Acres of Paving: 0****Residential Indoor: 8,675,100; Residential Outdoor: 2,891,700; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	2	8.00	158	0.38
Grading	Scrapers	2	8.00	367	0.48
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	11,403.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	8.00	0.00	116,068.00	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
Building Construction	9	3,084.00	458.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	617.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					35.2550	0.0000	35.2550	5.3379	0.0000	5.3379			0.0000			0.0000
Off-Road	3.1685	31.4730	21.6141	0.0389		1.5529	1.5529		1.4425	1.4425		3,755.4478	3,755.4478	1.0573		3,781.8809
Total	3.1685	31.4730	21.6141	0.0389	35.2550	1.5529	36.8079	5.3379	1.4425	6.7805		3,755.4478	3,755.4478	1.0573		3,781.8809

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	0.9832	29.1940	6.8554	0.1015	2.8494	0.3750	3.2244	0.7811	0.3588	1.1398		11,110.6252	11,110.6252	0.5896	1.7629	11,650.7042
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	0.0298	0.0220	0.3334	8.4000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		84.6291	84.6291	2.3900e-003	2.1300e-003	85.3232
Total	1.0130	29.2160	7.1888	0.1023	2.9388	0.3756	3.3144	0.8048	0.3593	1.1641		11,195.2543	11,195.2543	0.5920	1.7650	11,736.0274

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.8648	0.0000	15.8648	2.4021	0.0000	2.4021			0.0000			0.0000
Off-Road	3.1685	24.9805	21.6141	0.0389		1.5529	1.5529		1.4425	1.4425	0.0000	3,755.447 8	3,755.447 8	1.0573		3,781.880 9
Total	3.1685	24.9805	21.6141	0.0389	15.8648	1.5529	17.4177	2.4021	1.4425	3.8446	0.0000	3,755.447 8	3,755.447 8	1.0573		3,781.880 9

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	0.9832	29.1940	6.8554	0.1015	2.8494	0.3750	3.2244	0.7811	0.3588	1.1398		11,110.62 52	11,110.62 52	0.5896	1.7629	11,650.70 42
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	0.0298	0.0220	0.3334	8.4000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		84.6291	84.6291	2.3900e-003	2.1300e-003	85.3232
Total	1.0130	29.2160	7.1888	0.1023	2.9388	0.3756	3.3144	0.8048	0.3593	1.1641		11,195.25 43	11,195.25 43	0.5920	1.7650	11,736.02 74

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					35.2550	0.0000	35.2550	5.3379	0.0000	5.3379			0.0000			0.0000
Off-Road	2.6422	25.7461	20.6429	0.0389		1.2439	1.2439		1.1564	1.1564		3,754.281 4	3,754.281 4	1.0549		3,780.652 9
Total	2.6422	25.7461	20.6429	0.0389	35.2550	1.2439	36.4990	5.3379	1.1564	6.4944		3,754.281 4	3,754.281 4	1.0549		3,780.652 9

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	0.6883	25.4159	6.0740	0.0986	2.8494	0.2125	3.0619	0.7810	0.2033	0.9844		10,813.96 52	10,813.96 52	0.5809	1.7167	11,340.06 02
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	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	0.7159	25.4353	6.3793	0.0994	2.9388	0.2130	3.1519	0.8048	0.2038	1.0086		10,896.29 70	10,896.29 70	0.5830	1.7187	11,423.02 86

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.8648	0.0000	15.8648	2.4021	0.0000	2.4021			0.0000			0.0000
Off-Road	2.6422	20.3885	20.6429	0.0389		1.2439	1.2439		1.1564	1.1564	0.0000	3,754.281 4	3,754.281 4	1.0549		3,780.652 9
Total	2.6422	20.3885	20.6429	0.0389	15.8648	1.2439	17.1087	2.4021	1.1564	3.5585	0.0000	3,754.281 4	3,754.281 4	1.0549		3,780.652 9

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	0.6883	25.4159	6.0740	0.0986	2.8494	0.2125	3.0619	0.7810	0.2033	0.9844		10,813.96 52	10,813.96 52	0.5809	1.7167	11,340.06 02
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	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	0.7159	25.4353	6.3793	0.0994	2.9388	0.2130	3.1519	0.8048	0.2038	1.0086		10,896.29 70	10,896.29 70	0.5830	1.7187	11,423.02 86

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					22.2822	0.0000	22.2822	10.5000	0.0000	10.5000			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	22.2822	1.6126	23.8948	10.5000	1.4836	11.9836		3,686.0619	3,686.0619	1.1922		3,715.8655

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	12.2608	452.7275	108.1942	1.7562	50.7558	3.7854	54.5412	13.9125	3.6216	17.5342		192,626.6594	192,626.6594	10.3468	30.5790	201,997.8670
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	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	12.2883	452.7468	108.4996	1.7570	50.8452	3.7859	54.6311	13.9362	3.6221	17.5584		192,708.9912	192,708.9912	10.3490	30.5809	202,080.8355

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.0270	0.0000	10.0270	4.7250	0.0000	4.7250			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	10.0270	1.6126	11.6396	4.7250	1.4836	6.2086	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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	12.2608	452.7275	108.1942	1.7562	50.7558	3.7854	54.5412	13.9125	3.6216	17.5342		192,626.6 594	192,626.6 594	10.3468	30.5790	201,997.8 670
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	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	12.2883	452.7468	108.4996	1.7570	50.8452	3.7859	54.6311	13.9362	3.6221	17.5584		192,708.9 912	192,708.9 912	10.3490	30.5809	202,080.8 355

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	3.6350	38.9507	29.1378	0.0623		1.6392	1.6392		1.5081	1.5081		6,031.113 6	6,031.113 6	1.9506		6,079.878 2
Total	3.6350	38.9507	29.1378	0.0623	7.0826	1.6392	8.7218	3.4247	1.5081	4.9328		6,031.113 6	6,031.113 6	1.9506		6,079.878 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	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	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	3.6350	17.4025	29.1378	0.0623		1.6392	1.6392		1.5081	1.5081	0.0000	6,031.113 6	6,031.113 6	1.9506		6,079.878 2
Total	3.6350	17.4025	29.1378	0.0623	3.1872	1.6392	4.8264	1.5411	1.5081	3.0492	0.0000	6,031.113 6	6,031.113 6	1.9506		6,079.878 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	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	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8351	21.3115	7.3064	0.0876	2.9327	0.2229	3.1555	0.8444	0.2132	1.0575		9,419.6560	9,419.6560	0.3157	1.3657	9,834.5119
Worker	10.6216	7.4721	117.7170	0.3120	34.4719	0.2060	34.6779	9.1421	0.1897	9.3318		31,738.8983	31,738.8983	0.8244	0.7545	31,984.3388
Total	11.4567	28.7836	125.0234	0.3996	37.4045	0.4289	37.8334	9.9865	0.4028	10.3893		41,158.5543	41,158.5543	1.1401	2.1201	41,818.8507

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8351	21.3115	7.3064	0.0876	2.9327	0.2229	3.1555	0.8444	0.2132	1.0575		9,419.6560	9,419.6560	0.3157	1.3657	9,834.5119
Worker	10.6216	7.4721	117.7170	0.3120	34.4719	0.2060	34.6779	9.1421	0.1897	9.3318		31,738.8983	31,738.8983	0.8244	0.7545	31,984.3388
Total	11.4567	28.7836	125.0234	0.3996	37.4045	0.4289	37.8334	9.9865	0.4028	10.3893		41,158.5543	41,158.5543	1.1401	2.1201	41,818.8507

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.5065	16.6254	6.5454	0.0834	2.9327	0.0968	3.0295	0.8444	0.0926	0.9370		8,978.2162	8,978.2162	0.3018	1.2998	9,373.0910
Worker	9.8517	6.6118	108.4745	0.3019	34.4719	0.1941	34.6660	9.1421	0.1787	9.3208		30,901.6539	30,901.6539	0.7398	0.6971	31,127.8732
Total	10.3582	23.2372	115.0198	0.3853	37.4045	0.2909	37.6955	9.9865	0.2713	10.2578		39,879.8701	39,879.8701	1.0415	1.9968	40,500.9642

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.5065	16.6254	6.5454	0.0834	2.9327	0.0968	3.0295	0.8444	0.0926	0.9370		8,978.2162	8,978.2162	0.3018	1.2998	9,373.0910
Worker	9.8517	6.6118	108.4745	0.3019	34.4719	0.1941	34.6660	9.1421	0.1787	9.3208		30,901.6539	30,901.6539	0.7398	0.6971	31,127.8732
Total	10.3582	23.2372	115.0198	0.3853	37.4045	0.2909	37.6955	9.9865	0.2713	10.2578		39,879.8701	39,879.8701	1.0415	1.9968	40,500.9642

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

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	0.4945	16.7010	6.4377	0.0821	2.9327	0.0971	3.0297	0.8443	0.0928	0.9372		8,849.0564	8,849.0564	0.3018	1.2830	9,238.9223
Worker	9.1990	5.9097	101.1927	0.2931	34.4719	0.1861	34.6579	9.1421	0.1712	9.3133		30,236.9332	30,236.9332	0.6701	0.6490	30,447.0797
Total	9.6935	22.6107	107.6304	0.3752	37.4045	0.2831	37.6876	9.9864	0.2641	10.2505		39,085.9896	39,085.9896	0.9719	1.9319	39,686.0020

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

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	0.4945	16.7010	6.4377	0.0821	2.9327	0.0971	3.0297	0.8443	0.0928	0.9372		8,849.0564	8,849.0564	0.3018	1.2830	9,238.9223
Worker	9.1990	5.9097	101.1927	0.2931	34.4719	0.1861	34.6579	9.1421	0.1712	9.3133		30,236.9332	30,236.9332	0.6701	0.6490	30,447.0797
Total	9.6935	22.6107	107.6304	0.3752	37.4045	0.2831	37.6876	9.9864	0.2641	10.2505		39,085.9896	39,085.9896	0.9719	1.9319	39,686.0020

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4836	16.6220	6.3408	0.0805	2.9327	0.0974	3.0300	0.8443	0.0931	0.9375		8,687.767 9	8,687.767 9	0.3027	1.2610	9,071.119 8
Worker	8.6176	5.3156	94.4644	0.2831	34.4719	0.1775	34.6493	9.1421	0.1634	9.3055		29,496.56 76	29,496.56 76	0.6048	0.6069	29,692.53 30
Total	9.1012	21.9376	100.8052	0.3637	37.4045	0.2748	37.6793	9.9864	0.2565	10.2429		38,184.33 55	38,184.33 55	0.9075	1.8679	38,763.65 28

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4836	16.6220	6.3408	0.0805	2.9327	0.0974	3.0300	0.8443	0.0931	0.9375		8,687.767 9	8,687.767 9	0.3027	1.2610	9,071.119 8
Worker	8.6176	5.3156	94.4644	0.2831	34.4719	0.1775	34.6493	9.1421	0.1634	9.3055		29,496.56 76	29,496.56 76	0.6048	0.6069	29,692.53 30
Total	9.1012	21.9376	100.8052	0.3637	37.4045	0.2748	37.6793	9.9864	0.2565	10.2429		38,184.33 55	38,184.33 55	0.9075	1.8679	38,763.65 28

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4739	16.5043	6.2641	0.0790	2.9326	0.0971	3.0298	0.8443	0.0929	0.9372		8,524.835 3	8,524.835 3	0.3033	1.2386	8,901.516 7
Worker	8.1165	4.8302	88.8555	0.2744	34.4719	0.1686	34.6404	9.1421	0.1551	9.2972		28,825.17 99	28,825.17 99	0.5494	0.5724	29,009.49 85
Total	8.5905	21.3345	95.1196	0.3534	37.4045	0.2657	37.6702	9.9864	0.2480	10.2345		37,350.01 52	37,350.01 52	0.8527	1.8110	37,911.01 52

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4739	16.5043	6.2641	0.0790	2.9326	0.0971	3.0298	0.8443	0.0929	0.9372		8,524.835 3	8,524.835 3	0.3033	1.2386	8,901.516 7
Worker	8.1165	4.8302	88.8555	0.2744	34.4719	0.1686	34.6404	9.1421	0.1551	9.2972		28,825.17 99	28,825.17 99	0.5494	0.5724	29,009.49 85
Total	8.5905	21.3345	95.1196	0.3534	37.4045	0.2657	37.6702	9.9864	0.2480	10.2345		37,350.01 52	37,350.01 52	0.8527	1.8110	37,911.01 52

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0342	0.0204	0.3746	1.1600e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		121.5069	121.5069	2.3200e-003	2.4100e-003	122.2839
Total	0.0342	0.0204	0.3746	1.1600e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		121.5069	121.5069	2.3200e-003	2.4100e-003	122.2839

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0342	0.0204	0.3746	1.1600e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		121.5069	121.5069	2.3200e-003	2.4100e-003	122.2839
Total	0.0342	0.0204	0.3746	1.1600e-003	0.1453	7.1000e-004	0.1460	0.0385	6.5000e-004	0.0392		121.5069	121.5069	2.3200e-003	2.4100e-003	122.2839

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0323	0.0186	0.3545	1.1200e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		119.0037	119.0037	2.1200e-003	2.2900e-003	119.7395
Total	0.0323	0.0186	0.3545	1.1200e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		119.0037	119.0037	2.1200e-003	2.2900e-003	119.7395

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

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	0.0323	0.0186	0.3545	1.1200e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		119.0037	119.0037	2.1200e-003	2.2900e-003	119.7395
Total	0.0323	0.0186	0.3545	1.1200e-003	0.1453	6.7000e-004	0.1460	0.0385	6.1000e-004	0.0392		119.0037	119.0037	2.1200e-003	2.2900e-003	119.7395

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	357.4141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	357.5850	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	1.5325	0.8844	16.8252	0.0534	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,648.0996	5,648.0996	0.1004	0.1088	5,683.0212
Total	1.5325	0.8844	16.8252	0.0534	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,648.0996	5,648.0996	0.1004	0.1088	5,683.0212

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	357.4141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	357.5850	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	1.5325	0.8844	16.8252	0.0534	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,648.0996	5,648.0996	0.1004	0.1088	5,683.0212
Total	1.5325	0.8844	16.8252	0.0534	6.8966	0.0317	6.9283	1.8290	0.0292	1.8582		5,648.0996	5,648.0996	0.1004	0.1088	5,683.0212

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	40.3168	32.1594	314.7081	0.6395	78.4263	0.4194	78.8457	20.9008	0.3904	21.2911		69,299.4699	69,299.4699	4.7573	3.1441	70,355.3354
Unmitigated	57.6919	55.5973	575.0179	1.3371	167.8191	0.8229	168.6420	44.7241	0.7666	45.4907		144,902.0110	144,902.0110	8.3442	5.5691	146,770.2190

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	23,304.96	21,034.44	17521.56	75,704,950	35,378,924
Total	23,304.96	21,034.44	17,521.56	75,704,950	35,378,924

4.3 Trip Type Information

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.538241	0.064314	0.187895	0.126318	0.023840	0.006817	0.012727	0.009020	0.000821	0.000475	0.025329	0.000761	0.003441

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	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
NaturalGas Unmitigated	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	105760	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
Total		1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	105.76	1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486
Total		1.1406	9.7465	4.1474	0.0622		0.7880	0.7880		0.7880	0.7880		12,442.3101	12,442.3101	0.2385	0.2281	12,516.2486

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.3981	82,284.3981	2.1744	1.4969	82,784.8269
Unmitigated	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.3981	82,284.3981	2.1744	1.4969	82,784.8269

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	7.3441					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	84.8232					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.4844	63.9576	27.2160	0.4082		5.1710	5.1710		5.1710	5.1710	0.0000	81,648.0000	81,648.0000	1.5649	1.4969	82,133.1932
Landscaping	10.6017	4.0673	353.1006	0.0187		1.9593	1.9593		1.9593	1.9593		636.3981	636.3981	0.6094		651.6337
Total	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.3981	82,284.3981	2.1744	1.4969	82,784.8269

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3441					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	84.8232					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.4844	63.9576	27.2160	0.4082		5.1710	5.1710		5.1710	5.1710	0.0000	81,648.0000	81,648.0000	1.5649	1.4969	82,133.1932
Landscaping	10.6017	4.0673	353.1006	0.0187		1.9593	1.9593		1.9593	1.9593		636.3981	636.3981	0.6094		651.6337
Total	110.2534	68.0249	380.3166	0.4269		7.1303	7.1303		7.1303	7.1303	0.0000	82,284.3981	82,284.3981	2.1744	1.4969	82,784.8269

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

West Hollywood Housing Element Update AQ - South Coast AQMD Air District, Summer

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

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**West Hollywood Housing Element Update GHG****South Coast AQMD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	4,284.00	Dwelling Unit	57.55	4,284,000.00	6554

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total plan area, and estimated population increase based on Unit Amount.

Construction Phase - Assuming project buildout end date

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - default

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition -

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

Grading - total parcel acreage (57.55 acres) converted to square feet, then multiplied that by an assumed 10-foot excavation depth for subterranean parking. Converted the cubic feet of soil to cubic yards (divided by 27).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Rule 403 Not Wood Burning Stoves

Construction Off-road Equipment Mitigation - Rule 403 compliance

Mobile Land Use Mitigation - increased density based on # of units and total acreage of project. Planning area is zoned at CBD, therefore destination accessibility is assumed .1 miles

46.8 % of units below market rate, based on the RHNA allocation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	3,641.40	3,855.60
tblFireplaces	NumberWood	214.20	0.00
tblGrading	MaterialExported	0.00	928,547.00
tblLandUse	LotAcreage	112.74	57.55
tblLandUse	Population	12,252.00	6,554.00
tblWoodstoves	NumberCatalytic	214.20	0.00
tblWoodstoves	NumberNoncatalytic	214.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1427	2.1164	0.9878	4.8200e-003	1.2996	0.0655	1.3651	0.2092	0.0612	0.2704	0.0000	463.0077	463.0077	0.0509	0.0545	480.5240
2022	1.2094	14.8954	11.4435	0.0619	3.9880	0.2664	4.2544	1.2259	0.2492	1.4751	0.0000	5,962.2659	5,962.2659	0.3944	0.6636	6,169.8914
2023	1.5192	5.0996	16.0931	0.0519	4.7741	0.1288	4.9029	1.2765	0.1209	1.3974	0.0000	4,846.3844	4,846.3844	0.1957	0.2421	4,923.4227
2024	1.4339	4.9226	15.3096	0.0510	4.8108	0.1175	4.9283	1.2863	0.1102	1.3965	0.0000	4,792.9064	4,792.9064	0.1885	0.2358	4,867.8716
2025	1.3404	4.6787	14.4167	0.0494	4.7925	0.1047	4.8972	1.2814	0.0983	1.3797	0.0000	4,671.9437	4,671.9437	0.1797	0.2268	4,744.0351
2026	1.0910	4.0332	11.8345	0.0409	4.0247	0.0957	4.1204	1.0761	0.0896	1.1658	0.0000	3,884.8339	3,884.8339	0.1589	0.1845	3,943.7756
2027	13.4815	0.2220	0.9025	2.4200e-003	0.2566	0.0100	0.2666	0.0681	9.3900e-003	0.0775	0.0000	228.3570	228.3570	0.0147	4.0200e-003	229.9237
Maximum	13.4815	14.8954	16.0931	0.0619	4.8108	0.2664	4.9283	1.2863	0.2492	1.4751	0.0000	5,962.2659	5,962.2659	0.3944	0.6636	6,169.8914

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1427	2.1164	0.9878	4.8200e-003	0.6403	0.0655	0.7059	0.1093	0.0612	0.1706	0.0000	463.0076	463.0076	0.0509	0.0545	480.5239
2022	1.2094	14.8954	11.4435	0.0619	3.4451	0.2664	3.7114	0.9969	0.2492	1.2461	0.0000	5,962.2653	5,962.2653	0.3944	0.6636	6,169.8908
2023	1.5192	5.0996	16.0931	0.0519	4.7741	0.1288	4.9029	1.2765	0.1209	1.3974	0.0000	4,846.3840	4,846.3840	0.1957	0.2421	4,923.4223
2024	1.4339	4.9226	15.3096	0.0510	4.8108	0.1175	4.9283	1.2863	0.1102	1.3965	0.0000	4,792.9060	4,792.9060	0.1885	0.2358	4,867.8712
2025	1.3404	4.6787	14.4167	0.0494	4.7925	0.1047	4.8972	1.2814	0.0983	1.3797	0.0000	4,671.9433	4,671.9433	0.1797	0.2268	4,744.0347
2026	1.0910	4.0332	11.8345	0.0409	4.0247	0.0957	4.1204	1.0761	0.0896	1.1658	0.0000	3,884.8335	3,884.8335	0.1589	0.1845	3,943.7752
2027	13.4815	0.2220	0.9025	2.4200e-003	0.2566	0.0100	0.2666	0.0681	9.3900e-003	0.0775	0.0000	228.3570	228.3570	0.0147	4.0200e-003	229.9237
Maximum	13.4815	14.8954	16.0931	0.0619	4.8108	0.2664	4.9283	1.2863	0.2492	1.3974	0.0000	5,962.2653	5,962.2653	0.3944	0.6636	6,169.8908

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	5.02	0.00	4.86	5.12	0.00	4.59	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	9-29-2021	12-28-2021	2.1481	2.1481
2	12-29-2021	3-28-2022	2.9875	2.9875
3	3-29-2022	6-28-2022	6.9626	6.9626
4	6-29-2022	9-28-2022	3.8177	3.8177

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

5	9-29-2022	12-28-2022	1.9397	1.9397
6	12-29-2022	3-28-2023	1.6649	1.6649
7	3-29-2023	6-28-2023	1.6303	1.6303
8	6-29-2023	9-28-2023	1.6282	1.6282
9	9-29-2023	12-28-2023	1.6731	1.6731
10	12-29-2023	3-28-2024	1.5989	1.5989
11	3-29-2024	6-28-2024	1.5535	1.5535
12	6-29-2024	9-28-2024	1.5515	1.5515
13	9-29-2024	12-28-2024	1.5950	1.5950
14	12-29-2024	3-28-2025	1.5039	1.5039
15	3-29-2025	6-28-2025	1.4765	1.4765
16	6-29-2025	9-28-2025	1.4745	1.4745
17	9-29-2025	12-28-2025	1.5167	1.5167
18	12-29-2025	3-28-2026	1.4650	1.4650
19	3-29-2026	6-28-2026	1.4398	1.4398
20	6-29-2026	9-28-2026	1.4379	1.4379
21	9-29-2026	12-28-2026	0.7721	0.7721
22	12-29-2026	3-28-2027	5.3326	5.3326
23	3-29-2027	6-28-2027	8.3840	8.3840
		Highest	8.3840	8.3840

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	18.2320	1.3074	44.4029	7.4400e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600
Energy	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	4,970.2483	4,970.2483	0.2851	0.0675	4,997.5033
Mobile	9.7127	10.7624	99.5411	0.2273	28.5043	0.1491	28.6534	7.6077	0.1388	7.7466	0.0000	22,223.8684	22,223.8684	1.3584	0.9279	22,534.3489
Waste						0.0000	0.0000		0.0000	0.0000	400.0221	0.0000	400.0221	23.6406	0.0000	991.0379
Water						0.0000	0.0000		0.0000	0.0000	88.5519	991.2572	1,079.8091	9.1788	0.2249	1,376.2980
Total	28.1529	13.8486	144.7009	0.2461	28.5043	0.6025	29.1068	7.6077	0.5923	8.2000	488.5740	29,183.4130	29,671.9869	34.5494	1.2373	30,904.4480

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	18.2320	1.3074	44.4029	7.4400e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600
Energy	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	4,970.2483	4,970.2483	0.2851	0.0675	4,997.5033
Mobile	6.6419	6.1746	55.8182	0.1088	13.3208	0.0760	13.3968	3.5553	0.0707	3.6260	0.0000	10,640.2677	10,640.2677	0.7917	0.5239	10,816.1701
Waste						0.0000	0.0000		0.0000	0.0000	400.0221	0.0000	400.0221	23.6406	0.0000	991.0379
Water						0.0000	0.0000		0.0000	0.0000	70.8415	862.3476	933.1891	7.3489	0.1806	1,170.7380
Total	25.0821	9.2608	100.9780	0.1276	13.3208	0.5295	13.8503	3.5553	0.5242	4.0795	470.8636	17,470.9026	17,941.7662	32.1528	0.7890	18,980.7092

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.91	33.13	30.22	48.14	53.27	12.12	52.42	53.27	11.50	50.25	3.62	40.13	39.53	6.94	36.23	38.58

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/29/2021	1/4/2022	5	70	
2	Site Preparation	Site Preparation	1/5/2022	3/1/2022	5	40	
3	Grading	Grading	3/2/2022	8/2/2022	5	110	

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

4	Building Construction	Building Construction	8/3/2022	11/3/2026	5	1110
5	Paving	Paving	11/4/2026	2/16/2027	5	75
6	Architectural Coating	Architectural Coating	2/17/2027	6/1/2027	5	75

Acres of Grading (Site Preparation Phase): 60**Acres of Grading (Grading Phase): 330****Acres of Paving: 0****Residential Indoor: 8,675,100; Residential Outdoor: 2,891,700; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	11,403.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	116,068.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	3,084.00	458.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	617.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1987	0.0000	1.1987	0.1815	0.0000	0.1815	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1076	1.0690	0.7332	1.3200e-003		0.0528	0.0528		0.0490	0.0490	0.0000	115.6027	115.6027	0.0325	0.0000	116.4161
Total	0.1076	1.0690	0.7332	1.3200e-003	1.1987	0.0528	1.2514	0.1815	0.0490	0.2305	0.0000	115.6027	115.6027	0.0325	0.0000	116.4161

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	0.0332	1.0459	0.2348	3.4500e-003	0.0953	0.0128	0.1081	0.0262	0.0122	0.0384	0.0000	342.7249	342.7249	0.0182	0.0544	359.3847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	1.5700e-003	0.0197	5.0000e-005	5.6000e-003	4.0000e-005	5.6300e-003	1.4900e-003	3.0000e-005	1.5200e-003	0.0000	4.6801	4.6801	1.4000e-004	1.3000e-004	4.7232
Total	0.0350	1.0474	0.2546	3.5000e-003	0.1009	0.0128	0.1137	0.0277	0.0122	0.0399	0.0000	347.4050	347.4050	0.0183	0.0545	364.1079

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5394	0.0000	0.5394	0.0817	0.0000	0.0817	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1076	1.0690	0.7332	1.3200e-003		0.0528	0.0528		0.0490	0.0490	0.0000	115.6025	115.6025	0.0325	0.0000	116.4160
Total	0.1076	1.0690	0.7332	1.3200e-003	0.5394	0.0528	0.5922	0.0817	0.0490	0.1307	0.0000	115.6025	115.6025	0.0325	0.0000	116.4160

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	0.0332	1.0459	0.2348	3.4500e-003	0.0953	0.0128	0.1081	0.0262	0.0122	0.0384	0.0000	342.7249	342.7249	0.0182	0.0544	359.3847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	1.5700e-003	0.0197	5.0000e-005	5.6000e-003	4.0000e-005	5.6300e-003	1.4900e-003	3.0000e-005	1.5200e-003	0.0000	4.6801	4.6801	1.4000e-004	1.3000e-004	4.7232
Total	0.0350	1.0474	0.2546	3.5000e-003	0.1009	0.0128	0.1137	0.0277	0.0122	0.0399	0.0000	347.4050	347.4050	0.0183	0.0545	364.1079

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0353	0.0000	0.0353	5.3400e-003	0.0000	5.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6400e-003	0.0257	0.0206	4.0000e-005		1.2400e-003	1.2400e-003		1.1600e-003	1.1600e-003	0.0000	3.3990	3.3990	9.5000e-004	0.0000	3.4229
Total	2.6400e-003	0.0257	0.0206	4.0000e-005	0.0353	1.2400e-003	0.0365	5.3400e-003	1.1600e-003	6.5000e-003	0.0000	3.3990	3.3990	9.5000e-004	0.0000	3.4229

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	6.8000e-004	0.0268	6.1200e-003	1.0000e-004	2.8000e-003	2.1000e-004	3.0200e-003	7.7000e-004	2.0000e-004	9.7000e-004	0.0000	9.8118	9.8118	5.3000e-004	1.5600e-003	10.2891
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1339	0.1339	0.0000	0.0000	0.1351
Total	7.3000e-004	0.0268	6.6500e-003	1.0000e-004	2.9600e-003	2.1000e-004	3.1900e-003	8.1000e-004	2.0000e-004	1.0100e-003	0.0000	9.9457	9.9457	5.3000e-004	1.5600e-003	10.4242

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0159	0.0000	0.0159	2.4000e-003	0.0000	2.4000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6400e-003	0.0257	0.0206	4.0000e-005		1.2400e-003	1.2400e-003		1.1600e-003	1.1600e-003	0.0000	3.3990	3.3990	9.5000e-004	0.0000	3.4229
Total	2.6400e-003	0.0257	0.0206	4.0000e-005	0.0159	1.2400e-003	0.0171	2.4000e-003	1.1600e-003	3.5600e-003	0.0000	3.3990	3.3990	9.5000e-004	0.0000	3.4229

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	6.8000e-004	0.0268	6.1200e-003	1.0000e-004	2.8000e-003	2.1000e-004	3.0200e-003	7.7000e-004	2.0000e-004	9.7000e-004	0.0000	9.8118	9.8118	5.3000e-004	1.5600e-003	10.2891
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1339	0.1339	0.0000	0.0000	0.1351
Total	7.3000e-004	0.0268	6.6500e-003	1.0000e-004	2.9600e-003	2.1000e-004	3.1900e-003	8.1000e-004	2.0000e-004	1.0100e-003	0.0000	9.9457	9.9457	5.3000e-004	1.5600e-003	10.4242

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6617	0.3940	7.6000e-004		0.0323	0.0323		0.0297	0.0297	0.0000	66.8788	66.8788	0.0216	0.0000	67.4195
Total	0.0634	0.6617	0.3940	7.6000e-004	0.3931	0.0323	0.4254	0.2021	0.0297	0.2317	0.0000	66.8788	66.8788	0.0216	0.0000	67.4195

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	9.8000e-004	0.0128	3.0000e-005	3.9500e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2142	3.2142	9.0000e-005	9.0000e-005	3.2421
Total	1.2100e-003	9.8000e-004	0.0128	3.0000e-005	3.9500e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2142	3.2142	9.0000e-005	9.0000e-005	3.2421

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1769	0.0000	0.1769	0.0909	0.0000	0.0909	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6617	0.3940	7.6000e-004		0.0323	0.0323		0.0297	0.0297	0.0000	66.8787	66.8787	0.0216	0.0000	67.4195
Total	0.0634	0.6617	0.3940	7.6000e-004	0.1769	0.0323	0.2092	0.0909	0.0297	0.1206	0.0000	66.8787	66.8787	0.0216	0.0000	67.4195

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	9.8000e-004	0.0128	3.0000e-005	3.9500e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2142	3.2142	9.0000e-005	9.0000e-005	3.2421
Total	1.2100e-003	9.8000e-004	0.0128	3.0000e-005	3.9500e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2142	3.2142	9.0000e-005	9.0000e-005	3.2421

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5587	0.0000	0.5587	0.2089	0.0000	0.2089	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1994	2.1364	1.5973	3.4100e-003		0.0899	0.0899		0.0827	0.0827	0.0000	299.9403	299.9403	0.0970	0.0000	302.3655
Total	0.1994	2.1364	1.5973	3.4100e-003	0.5587	0.0899	0.6486	0.2089	0.0827	0.2916	0.0000	299.9403	299.9403	0.0970	0.0000	302.3655

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	0.2424	9.5383	2.1805	0.0351	0.9988	0.0758	1.0746	0.2743	0.0725	0.3467	0.0000	3,495.4992	3,495.4992	0.1876	0.5549	3,665.5548
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6900e-003	2.9800e-003	0.0390	1.1000e-004	0.0121	7.0000e-005	0.0121	3.2100e-003	7.0000e-005	3.2700e-003	0.0000	9.8212	9.8212	2.7000e-004	2.6000e-004	9.9063
Total	0.2460	9.5413	2.2195	0.0352	1.0109	0.0758	1.0867	0.2775	0.0726	0.3500	0.0000	3,505.3204	3,505.3204	0.1879	0.5552	3,675.4611

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2514	0.0000	0.2514	0.0940	0.0000	0.0940	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1994	2.1364	1.5973	3.4100e-003		0.0899	0.0899		0.0827	0.0827	0.0000	299.9399	299.9399	0.0970	0.0000	302.3651
Total	0.1994	2.1364	1.5973	3.4100e-003	0.2514	0.0899	0.3413	0.0940	0.0827	0.1767	0.0000	299.9399	299.9399	0.0970	0.0000	302.3651

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	0.2424	9.5383	2.1805	0.0351	0.9988	0.0758	1.0746	0.2743	0.0725	0.3467	0.0000	3,495.4992	3,495.4992	0.1876	0.5549	3,665.5548
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6900e-003	2.9800e-003	0.0390	1.1000e-004	0.0121	7.0000e-005	0.0121	3.2100e-003	7.0000e-005	3.2700e-003	0.0000	9.8212	9.8212	2.7000e-004	2.6000e-004	9.9063
Total	0.2460	9.5413	2.2195	0.0352	1.0109	0.0758	1.0867	0.2775	0.0726	0.3500	0.0000	3,505.3204	3,505.3204	0.1879	0.5552	3,675.4611

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1316	125.1316	0.0300	0.0000	125.8811
Total	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1316	125.1316	0.0300	0.0000	125.8811

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	0.0446	1.2077	0.4009	4.7300e-003	0.1560	0.0121	0.1680	0.0450	0.0115	0.0565	0.0000	461.5476	461.5476	0.0154	0.0670	481.8914
Worker	0.5592	0.4516	5.9083	0.0161	1.8271	0.0111	1.8382	0.4852	0.0102	0.4955	0.0000	1,486.8883	1,486.8883	0.0409	0.0398	1,499.7837
Total	0.6039	1.6593	6.3092	0.0208	1.9831	0.0232	2.0063	0.5303	0.0218	0.5520	0.0000	1,948.4359	1,948.4359	0.0563	0.1068	1,981.6750

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1315	125.1315	0.0300	0.0000	125.8809
Total	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1315	125.1315	0.0300	0.0000	125.8809

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	0.0446	1.2077	0.4009	4.7300e-003	0.1560	0.0121	0.1680	0.0450	0.0115	0.0565	0.0000	461.5476	461.5476	0.0154	0.0670	481.8914
Worker	0.5592	0.4516	5.9083	0.0161	1.8271	0.0111	1.8382	0.4852	0.0102	0.4955	0.0000	1,486.8883	1,486.8883	0.0409	0.0398	1,499.7837
Total	0.6039	1.6593	6.3092	0.0208	1.9831	0.0232	2.0063	0.5303	0.0218	0.5520	0.0000	1,948.4359	1,948.4359	0.0563	0.1068	1,981.6750

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383

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	0.0644	2.2682	0.8636	0.0108	0.3755	0.0126	0.3881	0.1084	0.0121	0.1204	0.0000	1,059.643 1	1,059.643 1	0.0355	0.1535	1,106.284 1
Worker	1.2503	0.9613	13.1178	0.0375	4.3986	0.0252	4.4239	1.1682	0.0232	1.1914	0.0000	3,485.395 1	3,485.395 1	0.0885	0.0886	3,514.000 3
Total	1.3147	3.2295	13.9814	0.0484	4.7741	0.0379	4.8120	1.2765	0.0353	1.3118	0.0000	4,545.038 2	4,545.038 2	0.1240	0.2421	4,620.284 4

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 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	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380

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	0.0644	2.2682	0.8636	0.0108	0.3755	0.0126	0.3881	0.1084	0.0121	0.1204	0.0000	1,059.643 1	1,059.643 1	0.0355	0.1535	1,106.284 1
Worker	1.2503	0.9613	13.1178	0.0375	4.3986	0.0252	4.4239	1.1682	0.0232	1.1914	0.0000	3,485.395 1	3,485.395 1	0.0885	0.0886	3,514.000 3
Total	1.3147	3.2295	13.9814	0.0484	4.7741	0.0379	4.8120	1.2765	0.0353	1.3118	0.0000	4,545.038 2	4,545.038 2	0.1240	0.2421	4,620.284 4

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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	0.0633	2.2961	0.8559	0.0108	0.3784	0.0127	0.3911	0.1092	0.0122	0.1214	0.0000	1,052.4461	1,052.4461	0.0358	0.1527	1,098.8469
Worker	1.1778	0.8653	12.3358	0.0367	4.4325	0.0244	4.4568	1.1772	0.0224	1.1996	0.0000	3,436.7379	3,436.7379	0.0808	0.0831	3,463.5068
Total	1.2411	3.1614	13.1917	0.0475	4.8108	0.0371	4.8479	1.2863	0.0346	1.3210	0.0000	4,489.1840	4,489.1840	0.1166	0.2358	4,562.3537

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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	0.0633	2.2961	0.8559	0.0108	0.3784	0.0127	0.3911	0.1092	0.0122	0.1214	0.0000	1,052.4461	1,052.4461	0.0358	0.1527	1,098.8469
Worker	1.1778	0.8653	12.3358	0.0367	4.4325	0.0244	4.4568	1.1772	0.0224	1.1996	0.0000	3,436.7379	3,436.7379	0.0808	0.0831	3,463.5068
Total	1.2411	3.1614	13.1917	0.0475	4.8108	0.0371	4.8479	1.2863	0.0346	1.3210	0.0000	4,489.1840	4,489.1840	0.1166	0.2358	4,562.3537

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.0616	2.2765	0.8399	0.0105	0.3769	0.0127	0.3897	0.1088	0.0122	0.1209	0.0000	1,029.3318	1,029.3318	0.0358	0.1495	1,074.7812
Worker	1.1003	0.7749	11.4778	0.0353	4.4155	0.0232	4.4387	1.1727	0.0213	1.1940	0.0000	3,339.9570	3,339.9570	0.0728	0.0773	3,364.8204
Total	1.1619	3.0514	12.3177	0.0459	4.7925	0.0359	4.8284	1.2814	0.0335	1.3149	0.0000	4,369.2888	4,369.2888	0.1085	0.2268	4,439.6016

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.0616	2.2765	0.8399	0.0105	0.3769	0.0127	0.3897	0.1088	0.0122	0.1209	0.0000	1,029.3318	1,029.3318	0.0358	0.1495	1,074.7812
Worker	1.1003	0.7749	11.4778	0.0353	4.4155	0.0232	4.4387	1.1727	0.0213	1.1940	0.0000	3,339.9570	3,339.9570	0.0728	0.0773	3,364.8204
Total	1.1619	3.0514	12.3177	0.0459	4.7925	0.0359	4.8284	1.2814	0.0335	1.3149	0.0000	4,369.2888	4,369.2888	0.1085	0.2268	4,439.6016

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	0.1497	1.3654	1.7613	2.9500e-003		0.0578	0.0578		0.0543	0.0543	0.0000	253.9518	253.9518	0.0597	0.0000	255.4442
Total	0.1497	1.3654	1.7613	2.9500e-003		0.0578	0.0578		0.0543	0.0543	0.0000	253.9518	253.9518	0.0597	0.0000	255.4442

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	0.0506	1.8965	0.6962	8.6500e-003	0.3163	0.0107	0.3269	0.0913	0.0102	0.1015	0.0000	847.5030	847.5030	0.0301	0.1232	884.9738
Worker	0.8706	0.5905	9.0624	0.0287	3.7050	0.0185	3.7235	0.9840	0.0170	1.0009	0.0000	2,738.7839	2,738.7839	0.0555	0.0612	2,758.4042
Total	0.9212	2.4870	9.7586	0.0374	4.0213	0.0291	4.0504	1.0752	0.0272	1.1024	0.0000	3,586.2869	3,586.2869	0.0856	0.1844	3,643.3780

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2026****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	0.1497	1.3654	1.7613	2.9500e-003		0.0578	0.0578		0.0543	0.0543	0.0000	253.9515	253.9515	0.0597	0.0000	255.4439
Total	0.1497	1.3654	1.7613	2.9500e-003		0.0578	0.0578		0.0543	0.0543	0.0000	253.9515	253.9515	0.0597	0.0000	255.4439

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	0.0506	1.8965	0.6962	8.6500e-003	0.3163	0.0107	0.3269	0.0913	0.0102	0.1015	0.0000	847.5030	847.5030	0.0301	0.1232	884.9738
Worker	0.8706	0.5905	9.0624	0.0287	3.7050	0.0185	3.7235	0.9840	0.0170	1.0009	0.0000	2,738.7839	2,738.7839	0.0555	0.0612	2,758.4042
Total	0.9212	2.4870	9.7586	0.0374	4.0213	0.0291	4.0504	1.0752	0.0272	1.1024	0.0000	3,586.2869	3,586.2869	0.0856	0.1844	3,643.3780

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.0192	0.1802	0.3061	4.8000e-004		8.7900e-003	8.7900e-003		8.0900e-003	8.0900e-003	0.0000	42.0404	42.0404	0.0136	0.0000	42.3804
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0192	0.1802	0.3061	4.8000e-004		8.7900e-003	8.7900e-003		8.0900e-003	8.0900e-003	0.0000	42.0404	42.0404	0.0136	0.0000	42.3804

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	8.1000e-004	5.5000e-004	8.4500e-003	3.0000e-005	3.4600e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.3000e-004	0.0000	2.5547	2.5547	5.0000e-005	6.0000e-005	2.5730
Total	8.1000e-004	5.5000e-004	8.4500e-003	3.0000e-005	3.4600e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.3000e-004	0.0000	2.5547	2.5547	5.0000e-005	6.0000e-005	2.5730

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2026****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	0.0192	0.1802	0.3061	4.8000e-004		8.7900e-003	8.7900e-003		8.0900e-003	8.0900e-003	0.0000	42.0404	42.0404	0.0136	0.0000	42.3803
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0192	0.1802	0.3061	4.8000e-004		8.7900e-003	8.7900e-003		8.0900e-003	8.0900e-003	0.0000	42.0404	42.0404	0.0136	0.0000	42.3803

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	8.1000e-004	5.5000e-004	8.4500e-003	3.0000e-005	3.4600e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.3000e-004	0.0000	2.5547	2.5547	5.0000e-005	6.0000e-005	2.5730
Total	8.1000e-004	5.5000e-004	8.4500e-003	3.0000e-005	3.4600e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.3000e-004	0.0000	2.5547	2.5547	5.0000e-005	6.0000e-005	2.5730

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.0151	0.1416	0.2405	3.8000e-004		6.9100e-003	6.9100e-003		6.3500e-003	6.3500e-003	0.0000	33.0318	33.0318	0.0107	0.0000	33.2989
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0151	0.1416	0.2405	3.8000e-004		6.9100e-003	6.9100e-003		6.3500e-003	6.3500e-003	0.0000	33.0318	33.0318	0.0107	0.0000	33.2989

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.0000e-004	6.2900e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9659	1.9659	4.0000e-005	4.0000e-005	1.9796
Total	6.0000e-004	4.0000e-004	6.2900e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9659	1.9659	4.0000e-005	4.0000e-005	1.9796

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2027****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	0.0151	0.1416	0.2405	3.8000e-004		6.9100e-003	6.9100e-003		6.3500e-003	6.3500e-003	0.0000	33.0317	33.0317	0.0107	0.0000	33.2988
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0151	0.1416	0.2405	3.8000e-004		6.9100e-003	6.9100e-003		6.3500e-003	6.3500e-003	0.0000	33.0317	33.0317	0.0107	0.0000	33.2988

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.0000e-004	6.2900e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9659	1.9659	4.0000e-005	4.0000e-005	1.9796
Total	6.0000e-004	4.0000e-004	6.2900e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9659	1.9659	4.0000e-005	4.0000e-005	1.9796

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	13.4030					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	13.4094	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

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	0.0564	0.0370	0.5879	1.9100e-003	0.2539	1.1900e-003	0.2550	0.0674	1.0900e-003	0.0685	0.0000	183.7846	183.7846	3.4800e-003	3.9800e-003	185.0576
Total	0.0564	0.0370	0.5879	1.9100e-003	0.2539	1.1900e-003	0.2550	0.0674	1.0900e-003	0.0685	0.0000	183.7846	183.7846	3.4800e-003	3.9800e-003	185.0576

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2027****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	13.4030					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	13.4094	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0370	0.5879	1.9100e-003	0.2539	1.1900e-003	0.2550	0.0674	1.0900e-003	0.0685	0.0000	183.7846	183.7846	3.4800e-003	3.9800e-003	185.0576
Total	0.0564	0.0370	0.5879	1.9100e-003	0.2539	1.1900e-003	0.2550	0.0674	1.0900e-003	0.0685	0.0000	183.7846	183.7846	3.4800e-003	3.9800e-003	185.0576

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.6419	6.1746	55.8182	0.1088	13.3208	0.0760	13.3968	3.5553	0.0707	3.6260	0.0000	10,640.2677	10,640.2677	0.7917	0.5239	10,816.1701
Unmitigated	9.7127	10.7624	99.5411	0.2273	28.5043	0.1491	28.6534	7.6077	0.1388	7.7466	0.0000	22,223.8684	22,223.8684	1.3584	0.9279	22,534.3489

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	23,304.96	21,034.44	17521.56	75,704,950	35,378,924
Total	23,304.96	21,034.44	17,521.56	75,704,950	35,378,924

4.3 Trip Type Information

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,910.2843	2,910.2843	0.2456	0.0298	2,925.2980
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,910.2843	2,910.2843	0.2456	0.0298	2,925.2980
NaturalGas Mitigated	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053
NaturalGas Unmitigated	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.86023e+007	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053
Total		0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.86023e+007	0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053
Total		0.2082	1.7787	0.7569	0.0114		0.1438	0.1438		0.1438	0.1438	0.0000	2,059.9640	2,059.9640	0.0395	0.0378	2,072.2053

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.64102e+007	2,910.2843	0.2456	0.0298	2,925.2980
Total		2,910.2843	0.2456	0.0298	2,925.2980

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.64102e+007	2,910.2843	0.2456	0.0298	2,925.2980
Total		2,910.2843	0.2456	0.0298	2,925.2980

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	18.2320	1.3074	44.4029	7.4400e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600
Unmitigated	18.2320	1.3074	44.4029	7.4400e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600

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	1.3403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.4802					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0936	0.7995	0.3402	5.1000e-003		0.0646	0.0646		0.0646	0.0646	0.0000	925.8728	925.8728	0.0178	0.0170	931.3747
Landscaping	1.3180	0.5080	44.0627	2.3300e-003		0.2450	0.2450		0.2450	0.2450	0.0000	72.1663	72.1663	0.0688	0.0000	73.8852
Total	18.2320	1.3074	44.4029	7.4300e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.4802					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0936	0.7995	0.3402	5.1000e-003		0.0646	0.0646		0.0646	0.0646	0.0000	925.8728	925.8728	0.0178	0.0170	931.3747
Landscaping	1.3180	0.5080	44.0627	2.3300e-003		0.2450	0.2450		0.2450	0.2450	0.0000	72.1663	72.1663	0.0688	0.0000	73.8852
Total	18.2320	1.3074	44.4029	7.4300e-003		0.3096	0.3096		0.3096	0.3096	0.0000	998.0391	998.0391	0.0865	0.0170	1,005.2600

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	933.1891	7.3489	0.1806	1,170.7380
Unmitigated	1,079.8091	9.1788	0.2249	1,376.2980

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	279.12 / 175.967	1,079.8091	9.1788	0.2249	1,376.2980
Total		1,079.8091	9.1788	0.2249	1,376.2980

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	223.296 / 175.967	933.1891	7.3489	0.1806	1,170.7380
Total		933.1891	7.3489	0.1806	1,170.7380

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	400.0221	23.6406	0.0000	991.0379
Unmitigated	400.0221	23.6406	0.0000	991.0379

West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1970.64	400.0221	23.6406	0.0000	991.0379
Total		400.0221	23.6406	0.0000	991.0379

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1970.64	400.0221	23.6406	0.0000	991.0379
Total		400.0221	23.6406	0.0000	991.0379

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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West Hollywood Housing Element Update GHG - South Coast AQMD Air District, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix D

Hazardous Material Sites

All Hazardous Sites

Table 1 West Hollywood DTSC EnviroStor Sites

EnviroStor ID	Project Name	Status	Project Type	Address	City
60000429	Faith Plating	Certified	Voluntary cleanup	7141 and 7155 Santa Monica Blvd.	West Hollywood
60001653	Essex Monarch Site	No further action	Voluntary cleanup	7113 & 7119 Santa Monica Boulevard and 111 N. La Brea Avenue	West Hollywood
71002584	Faith Plating Co.	No action required	Tiered permit	7141 Santa Monica Boulevard	West Hollywood
19750070	W Hollywood/Sunlin Inc/ St Palm Car Wash	Refer: RWQCB	Evaluation	8787 Santa Monica Boulevard	West Hollywood
80001139	Schrillo Aero Tool Engineering Co.	Inactive - needs evaluation	Military evaluation	n/a	West Hollywood

Table 2 West Hollywood SWRCB GeoTracker Sites

Global ID	Site Type	Status	Address	City
T0603751924	Lust cleanup site	Completed - case closed	7960 Santa Monica Bl W	West Hollywood
T0603705324	Lust cleanup site	Completed - case closed	7564 Santa Monica Blvd	West Hollywood
T0603701224	Lust cleanup site	Completed - case closed	1041 La Brea Ave N	West Hollywood
T0603705496	Lust cleanup site	Completed - case closed	8789 Sunset Blvd	West Hollywood
T0603701221	Lust cleanup site	Completed - case closed	8494 Melrose Ave	West Hollywood
T0603704833	Lust cleanup site	Completed - case closed	8383 Santa Monica Blvd	West Hollywood
T0603703154	Lust cleanup site	Completed - case closed	9056 Sunset Blvd W	West Hollywood
T0603701229	Lust cleanup site	Completed - case closed	7564 Santa Monica Bl W	West Hollywood
T0603703456	Lust cleanup site	Completed - case closed	9098 Santa Monica Blvd	West Hollywood
T0603704570	Lust cleanup site	Completed - case closed	1107 La Cienega Blvd N	West Hollywood
T0603702679	Lust cleanup site	Completed - case closed	9017 Santa Monica Blvd W	West Hollywood
T10000014544	Lust cleanup site	Completed - case closed	7141 Santa Monica Blvd W	West Hollywood
T0603701225	Cleanup program site	Completed - case closed	7141 and 7155 Santa Monica Boulevard	West Hollywood
T0603701228	Lust cleanup site	Completed - case closed	8752 Sunset Blvd	West Hollywood
T0603799298	Lust cleanup site	Completed - case closed	958 Hancock Ave	West Hollywood

City of West Hollywood
West Hollywood Housing Element Update

Global ID	Site Type	Status	Address	City
T0603751321	Lust cleanup site	Completed - case closed	7643 W Santa Monica Blvd	West Hollywood
T0603705386	Lust cleanup site	Completed - case closed	8752 W El Tovar Pl	West Hollywood
T0603776732	Lust cleanup site	Completed - case closed	8440 Sunset Blvd W	West Hollywood
T0603742264	Lust cleanup site	Completed - case closed	7865 Sunset Blvd. W.	West Hollywood
T0603728362	Lust cleanup site	Completed - case closed	7100 Sunset Blvd W.	West Hollywood
T0603705551	Lust cleanup site	Completed - case closed	8291 Santa Monica Blvd.	West Hollywood
T0603702711	Lust cleanup site	Completed - case closed	1005 La Brea Ave N	West Hollywood
T0603743956	Lust cleanup site	Completed - case closed	8759 Santa Monica Blvd W	West Hollywood
T0603701223	Lust cleanup site	Completed - case closed	8787 Santa Monica Blvd.	West Hollywood
T10000000554	Lust cleanup site	Completed - case closed	8787 Santa Monica Blvd	West Hollywood
T0603704583	Lust cleanup site	Completed - case closed	7118 W Santa Monica Blvd	West Hollywood
T0603701111	Lust cleanup site	Completed - case closed	7171 Romaine St	West Hollywood
T0603703077	Lust cleanup site	Completed - case closed	9039 Beverly Blvd	West Hollywood
T0603702824	Lust cleanup site	Completed - case closed	8569 Sunset Blvd	West Hollywood
T0603701085	Lust cleanup site	Completed - case closed	1041 Formosa Ave N	West Hollywood
T0603705446	Lust cleanup site	Completed - case closed	950 Formosa Ave N	West Hollywood
T0603704463	Lust cleanup site	Completed - case closed	670 N Hammond St	West Hollywood
T0603701227	Lust cleanup site	Completed - case closed	8380 Santa Monica Blvd	West Hollywood
SL0603753698	Lust cleanup site	Completed - case closed	720 San Vicente Blvd N	West Hollywood
T0603702984	Cleanup program site	Completed - case closed	9020 Beverly Blvd	West Hollywood
SL0603709744	Lust cleanup site	Completed - case closed	8020 Santa Monica Blvd	West Hollywood
T0603704683	Cleanup program site	Open - assessment & interim remedial action	8042 Santa Monica Blvd.	West Hollywood
SL0603777477	Lust cleanup site	Open - eligible for closure	8873 Sunset Blvd	West Hollywood
SLT43697695	Cleanup program site	Open - inactive	1045 La Brea Avenue	West Hollywood
SL0603757926	Cleanup program site	open - inactive	7144 Santa Monica Blvd	West Hollywood
SL0603771008	Cleanup program site	open - inactive	1041 La Brea Avenue	West Hollywood
SL0603774157	Cleanup program site	open - inactive	1037 La Brea Avenue	West Hollywood
SL0603794709	Cleanup program site	open - inactive	1033 La Brea Avenue	West Hollywood
SL0603737787	Cleanup program site	open - inactive	1043 La Brea Avenue	West Hollywood

Global ID	Site Type	Status	Address	City
SL603792731	Cleanup program site	Open - inactive	7171 Romaine Street	West Hollywood
SL0603731985	Cleanup program site	Open - inactive	1005 La Brea Avenue	West Hollywood
SL2048F1700	Cleanup program site	Open - inactive	1023 La Brea Avenue	West Hollywood
T0603701222	Cleanup program site	Open - remediation	8100-8136 Santa Monica Blvd	West Hollywood
SL204AH1747	Lust cleanup site	Open - remediation	8800 Santa Monica Blvd	West Hollywood
T0603704893	Cleanup program site	Open - verification monitoring	8725 Santa Monica Blvd	West Hollywood

Open and Active Sites

Table 3 West Hollywood DTSC EnviroStor Sites

EnviroStor ID	Project Name	Status	Project Type	Address	City
19750070	W Hollywood/Sunlin Inc/St Palm Car Wash	Refer: RWQCB	Evaluation	8787 Santa Monica Boulevard	West Hollywood
80001139	Schrillo Aero Tool Engineering Co.	Inactive - Needs Evaluation	Military Evaluation	n/a	West Hollywood

Table 4 West Hollywood SWRCB GeoTracker Sites

Global ID	Site Type	Status	Address	City
SL0603709744	Cleanup program site	Open - assessment & interim remedial action	8042 Santa Monica Blvd.	West Hollywood
T0603704683	Lust cleanup site	Open - eligible for closure	8873 Sunset Blvd	West Hollywood
SL0603777477	Cleanup program site	Open - inactive	1045 La Brea Avenue	West Hollywood
SLT43697695	Cleanup program site	Open - inactive	7144 Santa Monica Blvd	West Hollywood
SL0603757926	Cleanup program site	Open - inactive	1041 La Brea Avenue	West Hollywood
SL0603771008	Cleanup program site	Open - inactive	1037 La Brea Avenue	West Hollywood
SL0603774157	Cleanup program site	Open - inactive	1033 La Brea Avenue	West Hollywood
SL0603794709	Cleanup program site	Open - inactive	1043 La Brea Avenue	West Hollywood
SL0603737787	Cleanup program site	Open - inactive	7171 Romaine Street	West Hollywood
SL603792731	Cleanup program site	Open - inactive	1005 La Brea Avenue	West Hollywood
SL0603731985	Cleanup program site	Open - inactive	1023 I La Brea Avenue	West Hollywood
SL2048F1700	Cleanup program site	Open - remediation	8100-8136 Santa Monica Blvd	West Hollywood
T0603701222	Lust cleanup site	Open - remediation	8800 Santa Monica Blvd	West Hollywood
SL204AH1747	Cleanup program site	Open - verification monitoring	8725 Santa Monica Blvd	West Hollywood

Appendix E

Noise Modeling

Relative Increase in Noise Levels (Traffic)

Traffic Volume Increase Calculations

Roadway Segment	Initial Traffic Volume	Future Traffic Volume	Percentage Increase in Traffic Volume	Increase in Noise Level (dBA)
Housing Element Update	140842	164147	16.5%	0.7

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	25	0.6440	112	0.398
Sonic Pile Driver	25	0.1700	105	0.178
Vibratory Roller	25	0.2100	94	0.050
Hoe Ram	25	0.0890	87	0.022
Large bulldozer	25	0.0890	87	0.022
Caisson drilling	25	0.0890	87	0.022
Loaded trucks	25	0.0760	83	0.014
Jack hammer	25	0.0350	79	0.009
Small bulldozer	25	0.0030	58	0.001

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at:
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Variables

V _{ref}	1E-06
Crest Factor (PPV/RMS)	4
Soil Type (Choice: default, hard, or sands)	default
n value	1.1

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	50	0.3004	105	0.186
Sonic Pile Driver	50	0.0793	98	0.083
Vibratory Roller	50	0.0980	87	0.023
Hoe Ram	50	0.0415	80	0.010
Large bulldozer	50	0.0415	80	0.010
Caisson drilling	50	0.0415	80	0.010
Loaded trucks	50	0.0355	76	0.007
Jack hammer	50	0.0163	72	0.004
Small bulldozer	50	0.0014	51	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

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 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Variables

V _{ref}	1E-06
Crest Factor (PPV/RMS)	4
Soil Type (Choice: default, hard, or sands)	default
n value	1.1

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	75	0.1923	102	0.119
Sonic Pile Driver	75	0.0508	95	0.053
Vibratory Roller	75	0.0627	84	0.015
Hoe Ram	75	0.0266	77	0.007
Large bulldozer	75	0.0266	77	0.007
Caisson drilling	75	0.0266	77	0.007
Loaded trucks	75	0.0227	73	0.004
Jack hammer	75	0.0105	69	0.003
Small bulldozer	75	0.0009	48	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
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Variables

V _{ref}	1E-06
Crest Factor (PPV/RMS)	4
Soil Type (Choice: default, hard, or sands)	default
n value	1.1

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	100	0.1402	99	0.087
Sonic Pile Driver	100	0.0370	92	0.039
Vibratory Roller	100	0.0457	81	0.011
Hoe Ram	100	0.0194	74	0.005
Large bulldozer	100	0.0194	74	0.005
Caisson drilling	100	0.0194	74	0.005
Loaded trucks	100	0.0165	70	0.003
Jack hammer	100	0.0076	66	0.002
Small bulldozer	100	0.0007	45	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
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Variables

V _{ref}	1E-06
Crest Factor (PPV/RMS)	4
Soil Type (Choice: default, hard, or sands)	default
n value	1.1

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	125	0.1097	97	0.068
Sonic Pile Driver	125	0.0289	90	0.030
Vibratory Roller	125	0.0358	79	0.009
Hoe Ram	125	0.0152	72	0.004
Large bulldozer	125	0.0152	72	0.004
Caisson drilling	125	0.0152	72	0.004
Loaded trucks	125	0.0129	68	0.002
Jack hammer	125	0.0060	64	0.002
Small bulldozer	125	0.0005	43	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Variables

V _{ref}	1E-06
Crest Factor (PPV/RMS)	4
Soil Type (Choice: default, hard, or sands)	default
n value	1.1

Appendix F

Transportation Analysis

DRAFT

MEMORANDUM

TO: Bob Cheung, City of West Hollywood

FROM: Sarah M. Drobis, P.E.
Emily Wong, P.E.
Lauren Mullarkey-Williams

DATE: October 27, 2021

RE: Transportation Analysis for the
West Hollywood Housing Element Update
West Hollywood, California

Ref: J1933

This memorandum details the transportation analysis related to the proposed update to the Housing Element (Housing Element Update) of the City of West Hollywood's (City) *West Hollywood General Plan 2035* (September 6, 2011), as mandated by the State of California (State) law for the Year 2021-2029 planning cycle. The transportation analysis supports the environmental document and California Environmental Quality Act (CEQA) process for the Project. The methodology and assumptions used in this analysis were established in conjunction with the City.

EXECUTIVE SUMMARY

The Housing Element Update identifies existing and potential housing sites suitable for residential development to meet the City's Regional Housing Needs Allocation (RHNA) by income levels. An inventory of 83 sites consisting of up to 4,289 housing units (including 2,817 designated affordable units) has been compiled for analysis. The inventory includes approved sites, pending sites, City-owned sites, previous opportunity sites, and underutilized sites within the City. All sites must comply with the CEQA process as described below.

State of California Senate Bill 743 (Steinberg, 2013) (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 and following) to shift the focus of transportation impact analysis from driver delay (i.e., level of service [LOS]) to vehicle miles traveled (VMT), in order to reduce greenhouse gas (GHG) emissions, create multimodal networks, and promote mixed-use developments. The City Council adopted *West Hollywood Transportation Impact Study Guidelines* (City of West Hollywood, April 2021) (TIS Guidelines) pursuant to the requirements of SB 743, based on analyses of typical types of development projects within the City under OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and CEQA Guidelines Section 15064.3, subdivision (b)(1). The TIS Guidelines confirm that, because the City is within a high-quality transit area that is well-served by public transportation, most development projects within the City would have a less than significant impact under VMT methodology and would not require further VMT analysis.

However, further VMT analysis is required for development projects that fall under any of the five exclusionary criteria, as further detailed in the TIS Guidelines and addressed later in this analysis.

The housing sites have been categorized by Transportation Analysis Zones (TAZs) as developed by the Southern California Association of Governments (SCAG). The Project would align with the goals of SB 743, including promoting housing near transit to reduce GHG and encouraging denser development at underutilized sites. Additionally, the City is considered to be a high-quality transit area and, therefore, the Housing Element Update would not meet the exclusions in the City's screening criteria requiring further VMT analysis. Therefore, the Housing Element Update is found to be consistent with SB 743's goals and would not result in a significant transportation impact.

PROJECT DESCRIPTION

The Housing Element Update identifies existing and potential housing sites suitable for residential development to meet the City's RHNA by income levels. An inventory of 83 sites made up of up to 4,289 housing units (including 2,817 designated affordable units) was compiled for analysis. The inventory includes approved sites, pending sites, City-owned sites, previous opportunity sites, and underutilized sites within the City.

The 83 Project sites were categorized by TAZ and are illustrated in Figure 1. A detailed summary of the housing sites included in each TAZ is provided in Table 1.

TRIP GENERATION

Trip generation rates for multi-family housing (mid-rise) from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) were used to develop trip generation estimates for the market-rate units. Trip generation rates based on empirical studies conducted in the City were used to develop traffic estimates for the affordable housing units.

Tables 2A-2X detail the trip generation estimates for the housing sites by TAZ, and Table 3 details the total trip generation estimated for the housing sites. As summarized in Table 3, the 4,289 housing units considered in the Housing Element Update are estimated to generate approximately 12,741 daily weekday trips, including 1,037 morning peak hour trips (315 inbound, 722 outbound) and 1,127 afternoon peak hour trips (635 inbound, 492 outbound).

VMT

The City adopted the TIS Guidelines pursuant to the requirements of SB 743. The TIS Guidelines specify transportation evaluations to address Appendix G Checklist of the CEQA Guidelines, including VMT analysis.

VMT Analysis Methodology

In accordance with *Technical Advisory on Evaluating Transportation Impacts in CEQA* and CEQA Guideline Section 15064.3, subdivision (b)(1), all development projects within the City, a high-quality transit area, are considered to have less than significant transportation impacts, if all of the following criteria are met:

1. A project with a floor area ratio (FAR) equal to or greater than 0.75
2. A project does not have more than the required number of parking spaces, as specified in the West Hollywood Municipal Code (WHMC)
3. A project that is consistent with *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS)
4. A project that does not replace affordable residential units with fewer, moderate- or high-income residential units
5. A project does not have the potential for significant regional draw

For projects that do not meet all of the criteria above, further VMT analysis is required, and the City has also adopted the OPR guidelines for a local threshold of significance of 15% VMT reduction below local average.

VMT Screening Evaluation

The City is considered a high-quality transit area and the housing developments considered in the Housing Element Update would be screened out from further VMT analysis pursuant to the criteria in the TIS Guidelines, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, and CEQA Guidelines Section 15064.3, subdivision (b)(1), as detailed below:

1. The housing sites within each of the TAZs would have a density equal to or greater than 0.75 FAR.
2. Section 19.28.040 of the WHMC identifies the off-street parking requirements of various land uses and the required off-street parking ratio for all developments proposed within the City. The proposed parking supply for the housing sites within each TAZs is not anticipated to exceed the number of required parking spaces as specified in the WHMC.
3. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals. The Housing Element Update is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. The Housing Element Update contributes to the productivity and use of the regional transportation system by providing residences near transit. In addition, the Housing Element Update would be consistent with SCAG's population and housing forecasts in the RTP/SCS document as the proposed unit count would satisfy the RHNA and would not exceed the SCAG population and housing growth projections for the City.

4. The Housing Element Update would expand both market-rate and affordable residential uses rather than replace existing affordable residential uses with another use.
5. The proposed residential uses of the Housing Element Update are not anticipated to generate a significant regional draw.

Based on the above evaluation, the Housing Element Update would not require further VMT analysis. Therefore, no significant transportation impact is anticipated with development of the housing units considered in the Housing Element Update and no mitigation measures are required. Should any future residential development projects fail to meet the VMT screening criteria above, further VMT analysis may be required.

TRANSPORTATION DEMAND MANAGEMENT (TDM) ORDINANCE

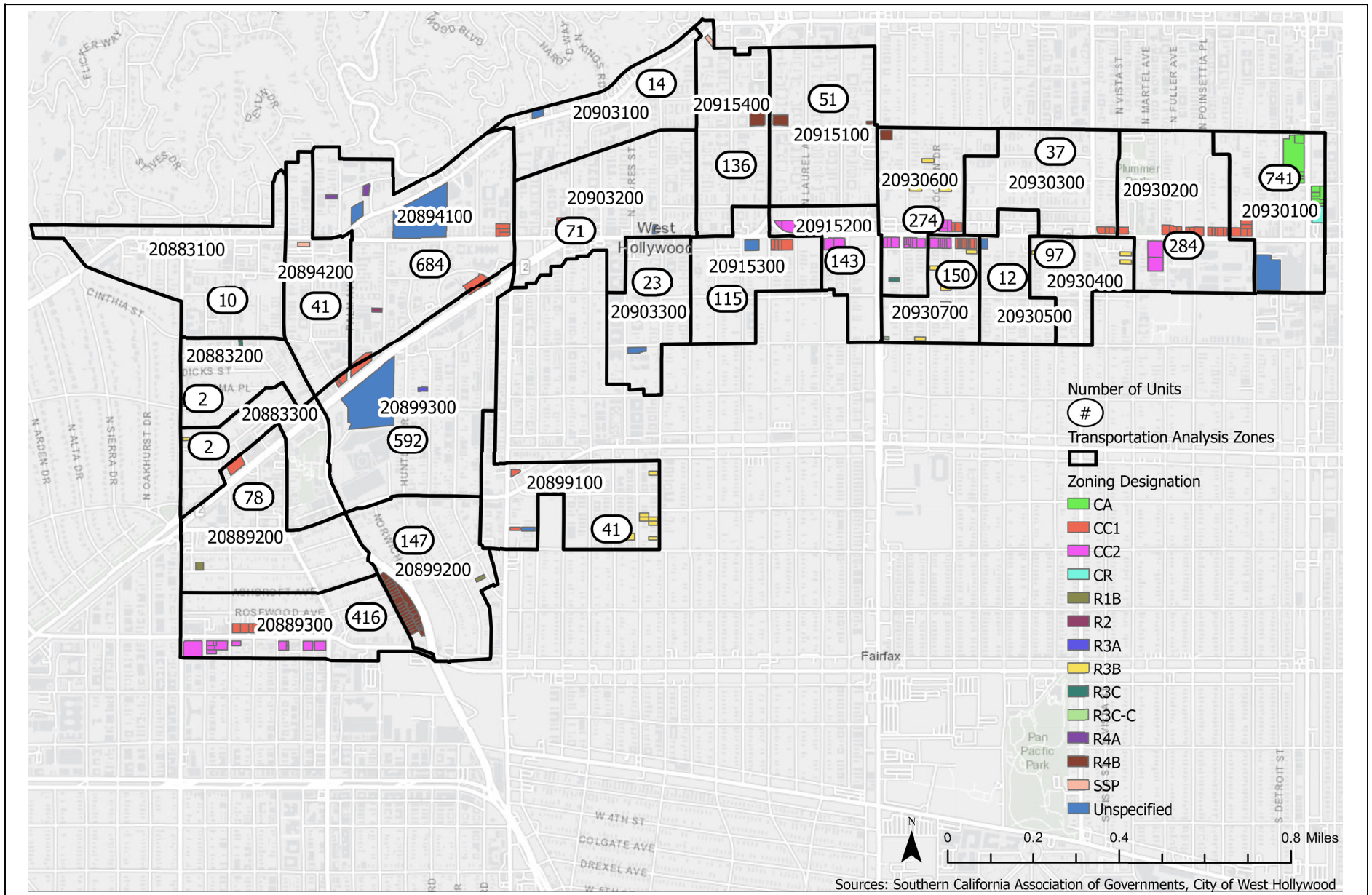
The following describes the TDM requirements for qualifying development project types, as detailed in the WHMC TDM Ordinance. Per WHMC Section 10.16.040, the following types of residential development projects are subject to the requirements of the TDM Ordinance:

- New residential structures with 10 or more dwelling units

Accordingly, the development sites included in the Housing Element Update that propose 10 or more dwelling units would be subject to the requirements of the City's TDM Ordinance to reduce single occupancy vehicle trips. WHMC Section 10.16.050 requires the following for new residential structures:

- *TDM Marketing. Implement the requirements for TDM marketing, as outlined in Section 10.16.070;*
- *TDM Plan and Required Trip Reduction Strategies. Submit a TDM plan with the contents outlined in Section 10.16.060(a), that provides a minimum number of trip reduction strategies as follows:*
 - *Residential structures with ten to nineteen units: three strategies;*
 - *Residential structures with twenty or more units: five strategies*

If applicable, each residential development considered in the Housing Element Update would be subject to the requirements of the TDM Ordinance and, in accordance with WHMC Section 10.16.050, would be required to prepare and submit a TDM plan to implement the required number of trip reduction strategies. Detailed descriptions of the strategies are provided in the Attachment.



WEST HOLLYWOOD HOUSING ELEMENT
NUMBER OF UNITS PER TRANSPORTATION ANALYSIS ZONE

FIGURE
1

TABLE 1
HOUSING SITES BY TRANSPORTATION ANALYSIS ZONE

Transportation Analysis Zone (TAZ)	Address	Number of Units	
		Market-Rate	Affordable
20883100	9034 W Sunset Blv d	10	
20883200	804 N Doheny Dr	1	
	8970 Cynthia St	1	
20883300	732 N Doheny Dr	2	
20889200	9031 Dorrington Ave	1	
	9001 Santa Monica Blv d	53	24
20889300	8950 Beverly Blv d	4	
	9000 Beverly Blv d		61
	8844 Beverly Blv d	24	
	9040 Beverly Blv d		89
	8927 Beverly Blv d		96
	8811 Beverly Blv d		88
20894100	955 Hancock Ave	2	
	8615 N West Knoll Dr	8	1
	8760 Shoreham Dr	10	
	1147 Horn Ave	2	
	8531 Santa Monica Blv d	94	17
	8775 W Sunset Blv d	50	16
	8600 W Sunset Blv d		471
	8505 Holloway Dr		53
20894200	8850 W Sunset Blv d	41	
20899100	536 N Flores St		1
	511 N Flores St	6	
	623 N Sweetzer Ave	2	
	624 N La Cienega Blv d	6	
	522 N La Cienega Blv d	1	
	515 N Sweetzer Ave	5	
	521 N Alfred St	6	
	533 N Sweetzer Ave		14
20899200	435 Westmount Dr	1	
	328 N Sherbourne Dr		146
20899300	652 Huntley Dr	2	
	656 Huntley Dr	3	
	823 Westbourne Dr	3	
	8800 Santa Monica Blv d	477	
	803 Palm Avenue		28
	8787 Santa Monica Blv d		72
20903100	8459 W Sunset Blv d	14	
20903200	8445 Santa Monica Blv d	45	
	8301 Santa Monica Blv d	52	
20903300	8328 Willoughby Ave	23	
20915100	1301 N Fairfax Ave	14	
	1300 N Crescent Heights Blv d	37	

TABLE 1 (CONT.)
HOUSING SITES BY TRANSPORTATION ANALYSIS ZONE

Transportation Analysis Zone (TAZ)	Address	Number of Units	
		Market-Rate	Affordable
20915200	7950 Santa Monica Blvd		63
	1105 N Laurel Ave		80
	7935 Santa Monica Blvd		60
20915300	8120 Santa Monica Blvd	77	26
	8020 Santa Monica Blvd		64
20915400	1305 N Crescent Heights Blvd	90	
	8228 W Sunset Blvd	46	
20930100	1201 N Detroit St		40
	7171 Romaine St		220
	1150 N La Brea Ave		182
	1111 N Formosa Ave		71
	1291 N La Brea Ave	38	
	1257 N La Brea Ave		190
20930200	1049 N Fuller Ave		128
	7265 Santa Monica Blvd		41
	7231 Santa Monica Blvd		45
	7371 Santa Monica Blvd		50
	7385 Santa Monica Blvd	20	
20930300	7401 Santa Monica Blvd	37	
20930400	1048 N Curson Ave	4	
	1041 N Martel Ave		43
	1049 N Martel Ave		50
20930500	7718 Santa Monica Blvd	17	6
20930600	1019 N Orange Grove Ave	6	
	1154 N Ogden Dr	3	
	1150 N Orange Grove Ave	8	
	1282 N Fairfax Ave	25	
	1223 N Ogden Dr	2	
	7811 Santa Monica Blvd	63	
	1062 N Orange Grove Ave		57
	1102 N Oden Dr		66
	7854 Santa Monica Blvd		44
20930700	900 N Fairfax Ave	6	
	1005 N Genesee Ave	3	
	947 N Genesee Ave	8	
	1032 N Ogden Dr	12	
	901 N Ogden Dr	3	
	1051 N Spaulding Ave	4	
	7780 Santa Monica Blvd		58
	7722 Santa Monica Blvd		56
TOTAL UNITS		1,472	2,817

TABLE 2A
TAZ 20883100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	10 du	54	1	3	4	2	2	4
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			54	1	3	4	2	2	4

Notes:

TAZ 20883100 includes 9034 W Sunset Boulevard.

[a] Source: *Trip Generation, 10th Edition* Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2B
TAZ 20883200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	2 du	11	0	1	1	1	0	1
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			11	0	1	1	1	0	1

Notes:

TAZ 20883200 includes 804 N Doheny Drive and 8970 Cynthia Street.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2C
TAZ 20883300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	2 du	11	0	1	1	1	0	1
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			11	0	1	1	1	0	1

Notes:

TAZ 20883300 includes 732 N Doheny Drive.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2D
TAZ 20889200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	54 du	294	5	14	19	15	9	24
Affordable Housing	[b]	24 du	40	1	3	4	2	2	4
TOTAL - NET NEW PROJECT TRIPS			334	6	17	23	17	11	28

Notes:

TAZ 20889200 includes 9031 Dorrington Avenue and 9001 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2E
TAZ 20889300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	28 du	152	3	7	10	7	5	12
Affordable Housing	[b]	334 du	561	21	39	60	29	28	57
TOTAL - NET NEW PROJECT TRIPS			713	24	46	70	36	33	69

Notes:

TAZ 20889300 includes 8950 Beverly Boulevard, 9000 Beverly Boulevard, 8844 Beverly Boulevard, 9040 Beverly Boulevard, 8927 Beverly Boulevard, and 8811 Beverly Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2F
TAZ 20894100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	166 du	903	16	44	60	45	28	73
Affordable Housing	[b]	558 du	937	35	65	100	48	47	95
TOTAL - NET NEW PROJECT TRIPS			1,840	51	109	160	93	75	168

Notes:

TAZ 20894100 includes 955 Hancock Avenue, 8615 N West Knoll Drive, 8760 Shoreham Drive, 1147 Horn Avenue, 8531 Santa Monica Boulevard, 8775 W Sunset Boulevard, 8600 W Sunset Boulevard, and 8505 Holloway Drive.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2G
TAZ 20894200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	41 du	223	4	11	15	11	7	18
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			223	4	11	15	11	7	18

Notes:

TAZ 20894200 includes 8850 W Sunset Boulevard.

[a] Source: *Trip Generation, 10th Edition* Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2H
TAZ 20899100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	26 du	141	2	7	9	7	4	11
Affordable Housing	[b]	15 du	25	1	2	3	2	1	3
TOTAL - NET NEW PROJECT TRIPS			166	3	9	12	9	5	14

Notes:

TAZ 20899100 includes 536 N Flores Street, 511 N Flores Street, 623 N Sweetzer Avenue, 624 N La Cienega Boulevard, 522 N La Cienega Boulevard, 515 N Sweetzer Avenue, 521 N Alfred Street, and 533 N Sweetzer Avenue.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 21
TAZ 20899200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	1 du	5	0	0	0	0	0	0
Affordable Housing	[b]	146 du	245	9	17	26	13	12	25
TOTAL - NET NEW PROJECT TRIPS			250	9	17	26	13	12	25

Notes:

TAZ 20899200 includes 435 Westmount Drive and 328 N Sherbourne Drive.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2J
TAZ 20899300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	485 du	2,638	46	129	175	130	83	213
Affordable Housing	[b]	100 du	168	6	12	18	9	8	17
TOTAL - NET NEW PROJECT TRIPS			2,806	52	141	193	139	91	230

Notes:

TAZ 20899300 includes 652 Huntley Drive, 656 Huntley Drive, 823 Westbourne Drive, 8800 Santa Monica Boulevard, 803 Palm Avenue, and 8787 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2K
TAZ 20903100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	14 du	76	1	4	5	4	2	6
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			76	1	4	5	4	2	6

Notes:

TAZ 20903100 includes 8459 W Sunset Boulevard.

[a] Source: *Trip Generation, 10th Edition* Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2L
TAZ 20903200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	97 du	528	9	26	35	26	17	43
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			528	9	26	35	26	17	43

Notes:

TAZ 20903200 includes 8445 Santa Monica Boulevard and 8301 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2M
TAZ 20903300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	23 du	125	2	6	8	6	4	10
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			125	2	6	8	6	4	10

Notes:

TAZ 20903300 includes 8328 Willoughby Avenue.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2N
TAZ 20915100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	51 du	277	5	13	18	13	9	22
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			277	5	13	18	13	9	22

Notes:

TAZ 20915100 includes 1301 N Fairfax Avenue and 1300 N Crescent Heights Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 20
TAZ 20915200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	0 du	0	0	0	0	0	0	0
Affordable Housing	[b]	203 du	341	13	24	37	18	17	35
TOTAL - NET NEW PROJECT TRIPS			341	13	24	37	18	17	35

Notes:

TAZ 20915200 includes 7950 Santa Monica Boulevard, 1105 N Laurel Avenue, and 7935 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2P
TAZ 20915300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	77 du	419	7	21	28	21	13	34
Affordable Housing	[b]	64 du	108	4	8	12	6	5	11
TOTAL - NET NEW PROJECT TRIPS			527	11	29	40	27	18	45

Notes:

TAZ 20915300 includes 8120 Santa Monica Boulevard and 8020 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2Q
TAZ 20915400
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	136 du	740	13	36	49	37	23	60
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			740	13	36	49	37	23	60

Notes:

TAZ 20915400 includes 1305 N Crescent Heights Boulevard and 8228 W Sunset Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2R
TAZ 20930100
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	38 du	207	4	10	14	10	7	17
Affordable Housing	[b]	703 du	1,181	44	83	127	60	60	120
TOTAL - NET NEW PROJECT TRIPS			1,388	48	93	141	70	67	137

Notes:

TAZ 20930100 includes 1201 N Detroit Street, 7171 Romaine Street, 1150 N La Brea Avenue, 1111 N Formosa Avenue, 1291 N La Brea Avenue, and 1257 N La Brea Avenue.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2S
TAZ 20930200
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	20 du	109	2	5	7	5	4	9
Affordable Housing	[b]	264 du	444	17	31	48	23	22	45
TOTAL - NET NEW PROJECT TRIPS			553	19	36	55	28	26	54

Notes:

TAZ 20930200 includes 1049 Fuller Avenue, 7265 Santa Monica Boulevard, 7231 Santa Monica Boulevard, 7371 Santa Monica Boulevard, and 7385 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2T
TAZ 20930300
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	37 du	201	3	10	13	10	6	16
Affordable Housing	[b]	0 du	0	0	0	0	0	0	0
TOTAL - NET NEW PROJECT TRIPS			201	3	10	13	10	6	16

Notes:

TAZ 20930300 includes 7401 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2U
TAZ 20930400
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	4 du	22	0	1	1	1	1	2
Affordable Housing	[b]	93 du	156	6	11	17	8	8	16
TOTAL - NET NEW PROJECT TRIPS			178	6	12	18	9	9	18

Notes:

TAZ 20930400 includes 1048 N Curson Avenue, 1041 N Martel Avenue, and 1049 N Martel Avenue.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2V
TAZ 20930500
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	17 du	92	2	4	6	4	3	7
Affordable Housing	[b]	6 du	10	0	1	1	1	0	1
TOTAL - NET NEW PROJECT TRIPS			102	2	5	7	5	3	8

Notes:

TAZ 20930500 includes 7718 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2W
TAZ 20930600
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	107 du	582	10	29	39	29	18	47
Affordable Housing	[b]	167 du	281	11	19	30	14	14	28
TOTAL - NET NEW PROJECT TRIPS			863	21	48	69	43	32	75

Notes:

TAZ 20930600 includes 1019 N Orange Grove Avenue, 1154 N Ogden Avenue, 1150 N Orange Grove Avenue, 1282 N Fairfax Avenue, 1223 N Ogden Avenue, 7811 Santa Monica Boulevard, 1062 N Orange Grove Avenue, 1102 N Ogden Drive, and 7854 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 2X
TAZ 20930700
TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	36 du	196	3	10	13	10	6	16
Affordable Housing	[b]	114 du	192	7	14	21	10	9	19
TOTAL - NET NEW PROJECT TRIPS			388	10	24	34	20	15	35

Notes:

TAZ 20930700 includes 900 N Fairfax Avenue, 1005 N Genesee Avenue, 947 N Genesee Avenue, 1032 N Ogden Drive, 901 N Ogden Drive, 1051 N Spaulding Avenue, 7780 Santa Monica Boulevard, and 7722 Santa Monica Boulevard.

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

TABLE 3
HOUSING SITES TOTAL TRIP GENERATION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates [a]</u>									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
<u>Proposed Uses</u>									
Multi-Family Housing (Mid-Rise)	221	1,472 du	8,008	138	392	530	395	253	648
Affordable Housing	[b]	2,817 du	4,733	177	330	507	240	239	479
TOTAL - NET NEW PROJECT TRIPS			12,741	315	722	1,037	635	492	1,127

Notes:

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Affordable housing trip generation rates based on empirical studies conducted in the City of West Hollywood.

Attachment
TDM Strategies

**ATTACHMENT
TDM STRATEGY DETAILS**

On-site Wayfinding & Signage	
Description:	Applicable to developments on sites greater than 2.5 acres in size. Provide directional signage and/or wayfinding to locate nearby transportation services and amenities (e.g. transit stops and bicycle routes).
Standards:	Provide multimodal wayfinding and signage at main entrances and/or at key decision points.
	Wayfinding and signage should be located externally/internally to direct users to transportation services and infrastructure, including but not limited to transit, bikeshare, carshare, bike parking and amenities, ride-hailing, taxi/shuttle/carpool/vanpool pick-up/drop-off locations.
	Wayfinding and signage shall meet City standards.
Monitoring & Reporting:	City staff should confirm installed wayfinding meets design requirements noted above during a pre-occupancy inspection of the site. The property owner should include photos of wayfinding demonstrating that all signage is in place, up to date, properly maintained, and visible to tenants/residents upon submittal of their annual TDM Reporting Update.
Justification:	Establishing a wayfinding system throughout a project site, or near key access points, provides clear directions to key destinations and encourages the use of implemented TDM amenities. CAPCOA does not specifically quantify the trip reduction benefits of wayfinding and signage, as it has little impact when implemented alone.

Real-Time Multimodal Information Points:1	
Description:	Provide monitors that display travel options and real-time transit schedules (e.g. transit screens, TNC wait times, bikeshare availability). Should be located in highly visible locations such as building entrances and hotel lobbies.
Standards:	Provide at least one real-time display at highly visible location.
	Display should be curated by location and show nearby stops, travel time for different transportation modes and options, and transit schedules.
	Transportation options include, but are not limited to: train, bus, personal bike, bikeshare, walking, ride-hailing service (Uber/Lyft), carshare, and private shuttles.
Monitoring & Reporting:	City staff should confirm that the installed display(s) meet design requirements noted above during a pre-occupancy inspection of the site. The property owner should include current photos of the display to demonstrate that all components are in place, properly maintained, and visible to tenants/residents upon submittal of their annual TDM Reporting Update.
Justification:	Real-time information displays support on-the-go decision-making and help to mitigate reliability concerns with alternative modes. CAPCOA does not specifically quantify the trip reduction benefits of wayfinding and signage, as it has little impact when implemented alone.

Bike Repair Station Points:1	
Description:	Provide an on-site bicycle repair station with adequate tools that is publicly accessible, visible, and located at ground level.
Standards:	Install bicycle repair stations to allow for basic repair with a bicycle pump, screwdrivers, wrenches, and hex tools.
	Locate at ground level, weather-protected, well-lit, easy-to-find areas near bicycle parking and building entrances.
	City staff should confirm that the installed repair station(s) meet design requirements noted above during a pre-occupancy inspection of the site. The property owner should include up-to-date photos of the repair station(s) demonstrating that all tools are in place, properly maintained, and accessible to tenants/residents upon submittal of their annual TDM reporting update.
Justification:	On-site repair stations support the ongoing use of bicycles as a reliable mode of alternative transportation. CAPCOA does not specifically quantify the trip reduction benefits of repair stations, as they have little impact when implemented alone.

Guaranteed Ride Home Points:2	
Description:	Offer non-drive alone commuters free rides home in event of an approved emergency. Can be provided through LA Metro's Guaranteed Ride Home Program which offers up to two rides per 12-month period.
Standards:	Provide full reimbursements for qualified trips home to employees who commute to/from work by biking, taking public transit, or carpooling at least one day of the week.
	Valid emergencies include personal illness/emergencies, family illness/emergency, unplanned overtime, inclement weather, and mechanical problems.
	Provide at least 2 free rides in a 12-month period, and up to \$3.50 per mile.
	Set a cap to discourage commuters from abusing the program and relying on it as a secondary commute mode.
	Provide reimbursements for taxis, ride-hailing services (Uber/Lyft), company vehicles, and transit.
	Can be implemented internally or through Metro's Guaranteed Ride Home program.
Monitoring & Reporting:	Employers should designate a representative to ensure that employees do not exceed their maximum number of free rides/per mile subsidies within the 12-month period. Employees should submit receipts detailing the transportation mode, mileage, and total cost. Provide written policy to City as part of the annual report.
Justification:	Provides a way for employees who commute to work by transit, carpool, vanpool, biking, or walking to travel home when an unexpected need arises (such as a personal emergency or unscheduled overtime). CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for Guaranteed Ride Home programs when it is part of a larger group of commute trip strategies.

Rideshare Matching Points:2	
Description:	Facilitate carpooling by investing in a platform or database that matches potential riders. Can be implemented through the Director or through a private operator such as Scoop or RideAmigos.
Standards:	Provide a rideshare matching service to identify potential carpool partners; dynamic rideshare options may be suitable if encouraged for all participants. Ridesharing shall mean the use of a private vehicle to facilitate pre-arranged rides between residents, visitors, or employees within similar trip origins and destinations. Rideshare can be facilitated through a trip coordinator or with web or mobile based applications.
	Implement internally or through a third-party operator such as Scoop or RideAmigos.
	Partners can be matched during new hire orientation, a company-wide survey, and/or on-demand.
Monitoring & Reporting:	The property owner should submit copies of invoices for a ride matching platform and provide any informational materials distributed that describe the program during submittal of their annual TDM reporting update.
Justification:	Rideshare matching eases the burden of locating carpool partners by connecting employees who live and work in close proximity and have similar work hours. Rideshare matching falls under Commute Trip Reduction Programs, which CAPCOA calculates a VMT reduction of 1-6.2%.

Delivery Amenities Points:2	
Description:	Facilitate delivery services by providing a staffed reception desk, delivery lockers, or other delivery amenity.
Standards:	Facilitate delivery services by providing one of the following areas to receive deliveries: - Staffed reception desk -Delivery lockers -Temporary storage for deliveries -Temporary refrigeration of grocery deliveries -Other delivery supportive areas as proposed by the property owner.
Monitoring & Reporting:	The City should confirm the installation of the aforementioned amenities during a pre-occupancy inspection of the site. The property owner should include up to date photos of the amenities demonstrating that all components are properly maintained and accessible to tenants/residents upon submittal of their annual monitoring and reporting update.
Justification:	May reduce VMT through reducing the number of trips, such as shopping, that may otherwise have been made by a single occupant vehicle and reduces trip by delivery vehicles. CAPCOA does not specifically quantify the trip reduction benefits of delivery support amenities, as they have little impact when implemented alone.

Bike Racks Points:2	
Description:	Provide on-site bike parking that is double the amount required by the Municipal Code 19.28.150. Can be provided via a combination of bike racks and secure bike storage if desired. The Director is available to advise on more detailed design and siting considerations to ensure that bicycle facilities are placed and designed to ensure high visibility and usage.
Standards:	Provide bike parking that is double the amount required by the Municipal Code 19.28.150. Can be provided via a combination of bike racks and secure bike storage if desired. Locate bike racks at well-lit, easy-to-find areas nearby bike facilities and building entrances and at grade. The Director is available to advise on more detailed design and siting considerations to ensure that bicycle facilities are placed and designed to ensure high visibility and usage.
Monitoring & Reporting:	The City should confirm that the installed spaces meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycle parking demonstrating that the spaces are in good condition and accessible during annual reporting.
Justification:	CAPCOA does not specifically quantify the trip reduction benefits of bicycle parking; however, it is included as a supporting element of "Improved Design of Development," which has a calculated trip reduction of 3.0-21.3%. The Center for Clean Air Policy (CCAP) Guidebook attributes a 1%-5% VMT reduction to the overall use of bicycles, of which 0.625% can be attributed to bicycle parking.

Secure Bike Storage Points:2	
Description:	Provide secure and long-term bike parking on-site via a secure bike room or ground floor lockers. Provide at least 1 space per 3,000 sq. ft. of floor area, with a minimum of 4 spaces. Establish a building policy to permit bicycles in elevators.
Standards:	Provide at least one space/ 3,000 sq. ft. of floor area, with a minimum of four spaces. Establish a building policy to permit bicycles in elevators. Locate bike parking at weather-protected, well-lit, easy-to-find areas nearby bike facilities and building entrances and at grade where possible. Install signage to increase awareness of the facility among site users.
Monitoring & Reporting:	The City should confirm that the installed spaces meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycle parking demonstrating that the spaces are in good condition and accessible during annual reporting.
Justification:	CAPCOA does not specifically quantify the trip reduction benefits of bicycle parking; however, it is included as a supporting element of "Improved Design of Development," which has a calculated trip reduction of 3.0-21.3%. The Center for Clean Air Policy (CCAP) Guidebook attributes a 1%-5% VMT reduction to the overall use of bicycles, of which 0.625% can be attributed to bicycle parking.

On-Site Bike Share Hub Points:2	
Description:	Sponsor or provide a WeHo Pedals Bike Share hub on site. If the City determines the location is not a good site or expansion is not possible at that time, a private bike share fleet may be provided.
Standards:	When possible, if bikeshare stations are not located nearby, negotiate with the City Bikeshare representative for on-site placement of stations in convenient, publicly accessible locations. When not a viable option, property owners and managers can provide on-site bikeshare themselves or through a third-party vendor. Shared bikes should be branded and marketed to increase visibility.
Monitoring & Reporting:	City staff should confirm the provision of the shared bicycles during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycles demonstrating that all components are properly maintained and accessible to tenants/residents upon submittal of their annual TDM reporting update.
Justification:	Provides a flexible alternative to driving alone at places of work and residential buildings. While unlikely to serve as a means of commuting, onsite loaner bicycles offer a viable alternative for midday trips such as lunch or meetings at offices and for errands at residential sites. CAPCOA does not specifically quantify the trip reduction benefits of loaner bicycles, as they have little impact when implemented alone.

Preferential Parking Points:2	
Description:	Designate the most desirable parking spaces for carpools and vanpools. Requires ongoing enforcement to be effective.
Standards:	Provide preferential parking at the following rates: -Carpool/vanpool: 2% of all parking spaces. Post or mark parking spaces clearly as carpool or vanpool use only. Identify preferential locations, such as the first (or most convenient) level within parking structures and spaces closest to building entrances (after ADA spaces).

	Pair with enforcement to monitor use and compliance; adjust total quantities of spaces needed annually.
Monitoring & Reporting:	Assign parking permits and monitor the occupancy rate to determine whether sufficient levels of preferential parking are being provided. Property owners should employ parking enforcement officers to ensure spaces are solely being used by carpool and vanpool users. Provide documentation to City during annual reporting.
Justification:	Reserving parking spaces near building entrances and other desirable locations for carpool and vanpool vehicles encourages people to share rides to work. CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for preferential parking for carpools and vanpools.

EV Chargers and Preferential Parking	
Points:2	
Description:	Designate the most desirable parking spaces for electric vehicles (EVs) and provide charging stations. Requires ongoing enforcement to be effective.
Standards:	For development required to provide Electric Vehicle Charging per Zoning Ordinance, West Hollywood Municipal Code, provide double the EV preferential parking and chargers (1 charger per space) for electric vehicles.
	Post or mark parking spaces clearly as EV use only.
	Identify preferential locations, such as the first (or most convenient) level within parking structures and spaces closest to building entrances (after ADA spaces).
	Pair with enforcement to monitor use and compliance; adjust total quantities of spaces needed annually.
Monitoring & Reporting:	Property owners should employ parking enforcement officers to ensure spaces are solely being used by EV vehicles. Provide documentation to City during annual reporting.
Justification:	Reserving parking spaces near building entrances and other desirable locations for carpool and vanpool vehicles encourages people to share rides to work. CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for preferential parking for carpools and vanpools.

Carshare Parking	
Points:3	
Description:	Designate parking for carshare vehicles in convenient and publicly accessible area with spaces clearly marked as carshare only. This strategy is available to all but particularly recommend for new development projects.
Standards:	Post or mark parking spaces clearly as carshare only at the following rates: - A minimum of one carshare parking space per site; and - One carshare parking space per 20,000 Occupied Floor Area.
	Assign carshare spaces by converting existing parking spaces or in convenient and publically accessible areas.
Monitoring & Reporting:	City staff should confirm that the numbers of required spaces are provided during a pre-occupancy inspection of the site. The property owner should include up-to-date photos of the carshare spaces and any accompanying signage to demonstrate that they are in good condition and accessible to tenants/residents in the submittal of their annual TDM reporting update.
Justification:	Carshare enables people to forego car ownership and thereby drive less overall. Providing onsite carshare parking increases program accessibility. CAPCOA calculates a VMT reduction of 0.4-0.7% for carshare programing.

Carshare Membership	
Points:3	
Description:	Offer fully subsidized annual carshare memberships. For developments, the strategy can be accomplished by providing one year of a fully subsidized carshare membership. Recommended to be combined with carshare parking for maximum effectiveness.
Standards:	Provide a carshare subsidy to cover at least 50% of monthly carshare membership fees.
	Establish a business account with a third party vendor and purchase memberships for employees who wish to carshare.
	If carshare vehicles are not located within walking distance of the site, negotiate with the vendor for on-site placement of vehicles in convenient, publicly accessible locations.
Monitoring & Reporting:	The property owner should submit copies of invoices for carshare memberships and any informational materials that describe available carshare benefits that have been provided to employees/residents during submittal of their annual TDM reporting update.
Justification:	Carshare enables people to forego car ownership and thereby drive less overall. CAPCOA calculates a VMT reduction of 0.4-0.7% for carshare programing.

Price Parking	
Points:3	
Description:	Applicable to any facility that offers private parking. Charge for parking by setting a minimum price per hour or per day. For residential uses, utilize the unbundled parking strategy.
Standards:	Determine pricing based on optimal occupancy during peak periods (85%).
Monitoring & Reporting:	The property owner should submit copies of all informational materials about parking pricing and current rates as part of their annual TDM reporting update. Conduct bi-annual parking occupancy analysis to evaluate program effectiveness.
Justification:	Pricing parking at or above market rates provides a clear signal to employees to consider shifting to alternate modes. Workplace parking pricing is most effective when nearby on-street spaces are priced at market rates or regulated with residential parking permits. CAPCOA calculates a VMT reduction of 0.1-19.7% for parking cash out.

Bike Share Membership	
Points:3	
Description:	Offer a fully subsidized WeHo Pedals/Bikeshare Connect membership as an option to employees, residents and/or visitors.
Standards:	Determine pricing based on optimal occupancy during peak periods (85%).
	Establish a corporate account with WeHo Pedals/Bikeshare Connect to purchase memberships for employees, residents, and visitors who wish to use bikeshare.
	If bikeshare stations are not located nearby, negotiate with the vendor for on-site placement of stations in convenient, publicly accessible locations.

Monitoring & Reporting:	The property owner should submit copies of invoices for WeHo Pedals memberships and any informational materials describing available bike share benefits provided to employees/residents during submittal of their annual monitoring and reporting update.
Justification:	Bikeshare provides flexibility and options for existing cyclists while introducing bicycling as a viable form of transportation to new users. CAPCOA does not specifically quantify the trip reduction benefits of bike share, as it has little impact when implemented alone.

Telecommuting Points:4	
Description:	Provide telecommute and/or flexible schedule options for employees, with the exception of temporary, contracted, and seasonal employees.
Standards:	A site is eligible for this strategy if 10% of employees or more could potentially access this policy based on their job requirements.
	Adopt an official telecommute and/or flexible schedule policy allowing employees to:
	- Telecommute at least 1.5 days per week and/or
	- Work compressed work weeks outside of the traditional five eight-hour days per week (i.e. 9/80, 4/40).
	Document telecommuting and/or flexible schedule policy and enrollment figures in the annual report.
Monitoring & Reporting:	Conduct an annual survey to determine how many employees are partaking in flexible work schedules and use the data to track popularity each year.
Justification:	Telecommuting and flexible schedules allows employees to commute less frequently or during off-peak times. CAPCOA calculates a trip reduction ranging from 0.07 – 5.50% for flexible work arrangement programs.

Vanpool, Shuttle, or Microtransit Program Points:4	
Description:	Offer private vanpool, shuttle, or microtransit services to employees or other site users. Can be achieved by partnering with other employers or entities. For example, providing connections to nearby rail stations.
Standards:	Limit vanpools to groups of five to 15 employees.
	Vanpool members should regularly travel together no less than 30 roundtrip miles at least 13 days each month.
	Riders typically pay a monthly fare and maintenance fee, while drivers ride at a discounted rate in exchange for driving and maintaining the van.
	Vans can be owned/leased by employers, employees, or third-party operators.
	Provide a vanpool subsidy to cover at least 50% of monthly vanpool expenses which can include vanpool fare, insurance, fuel, or maintenance.
	Implemented internally, through the Metro Vanpool Program, or third-party operator.
Monitoring & Reporting:	The property owner should submit copies of invoices for vanpool expenses and any informational materials distributed that describe the program during submittal of their annual TDM reporting update.
Justification:	Vanpooling is a proven and effective means of reducing commuter trips. CAPCOA groups vanpool programs with shuttle programs for a combined calculated VMT reduction of 0.3-13.4%.

Employee Parking Cash-Out Points:4	
Description:	Applicable to new developments and employers. If parking is leased, give employees the option to receive the full cash value of the space in lieu of parking. If parking is not leased, the cash-out can be equal to or more than the lowest monthly parking rate at the nearest public parking facility as identified at time of annual submission.
Standards:	Offer to employees who receive free or subsidized parking.
	Cash-out amounts vary by office and the amount paid per parking space.
	Can be applied to employers who lease or own their parking supply.
Monitoring & Reporting:	The property owner should submit copies of all informational materials about cash out and current rates for all employers at the site as part of their annual TDM reporting update.
Justification:	Parking cash-out allows employees to forgo subsidized or free workplace parking in exchange for the cash equivalent of the cost of the space covered by the employer. Like unbundling, cash out can be an extremely effective strategy as it helps to highlight the true cost of parking and provides financial incentive to shift to, or maintain use of alternative modes. CAPCOA calculates a VMT reduction of 0.6-7.7% for parking cash out.

Unbundled Parking Points:4	
Description:	Detach the cost of parking from rents or leases. Affordable units should unbundle parking rates proportional to the unit cost.
Standards:	Lease parking spaces separately so tenants only pay for the number of desired parking spaces.
	Property owners must be able to lease or sell excess parking spaces.
	City staff should regulate nearby on-street parking to avoid potential spillover issues from residents and employees using on-street parking to avoid paying for parking.
	Charge affordable units for parking in proportion to the cost of the unit.
Monitoring & Reporting:	The property owner should submit copies of all informational materials about unbundled parking and current parking rates as part of their annual TDM reporting update.
Justification:	Unbundling separates parking from property costs and requires those who wish to access a parking space to do so at an additional marginal cost. Unbundling is one of the most effective methods of discouraging single-occupant vehicle (SOV) travel as it reflects the true cost of parking, which is usually "hidden" in rents. CAPCOA calculates a VMT reduction of 2.6-13% for unbundling parking.

Showers & Lockers	
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Points:4	
Description:	Applicable to commercial and mixed use projects. Provide showers and lockers on-site for employees.
Standards:	Provide shower facilities and lockers for employees or other visitors to secure and store clothing and personal items – at least one showers and at least six lockers for every 30 bike parking spaces.
Monitoring & Reporting:	City staff should confirm that the changing facilities meet design requirements stated above during a pre-occupancy inspection of the site. The property owners should include up-to-date photos of the changing facilities demonstrating that the showers and lockers are in good shape and accessible to tenants during submittal of their annual TDM reporting update.
Justification:	Providing showers and lockers encourages employees to walk and bike to work, especially for employees that ride longer distances or have concerns about arriving to work sweaty from a bike ride. A policy brief from the California Air Resources Board cites studies in which end of trip facilities, including showers at work places, increase the perceived comfort of bicycling and encourage shifts from other modes. CAPCOA calculates a VMT reduction of 5.4-6.2% for providing showers and lockers.

Transit Subsidies Points:5	
Description:	Provide a transit subsidy equal to at least 50% of a monthly transit pass (i.e. Metro BTAP) to all residents and/or employees on site. Can be provided via a BTAP pass or a stored value on a TAP card.
Standards:	Provide a monthly transit subsidy to cover at least 50% of monthly transit fares.
	Distribute pass subsidies on a monthly, quarterly, or annual basis by providing preloaded TAP cards or using a third-party transit benefits vendor.
	Offer pass subsidies to all employees and/or residents, regardless of primary commute mode, to encourage using transit as a primary or secondary choice.
Monitoring & Reporting:	Business/property owners should include copies of invoices for transit pass contributions and any informational materials that describe available transit benefits that have been provided to employees/residents in the submittal of their annual TDM reporting update.
Justification:	Subsidized transit passes provide a strong incentive to utilize transit and may be the catalyst for some residents or employees to forgo vehicle ownership entirely. CAPCOA calculates a VMT reduction of 0.3-20.0% for transit subsidies.

Commuter Incentives Points:5	
Description:	Applicable to employees who do not receive free parking at work. Provide a monetary incentive of at least \$30 per month for employees who commute to work via sustainable modes (i.e. walk, bike, transit, carpool/vanpool, or low-emission vehicle).
Standards:	Provide a direct cash incentive for each non-drive alone commute trip (i.e. walk, bike, transit, carpool/vanpool, or low-emission vehicle).
	The total value of incentives should be at least \$30 per participant, per month, or \$360 annually.
	May also incorporate shared Transportation Network Company services (e.g. UberPOOL or LyftLine) only for trips to and from a Metro/bus hub and pending confirmation of the ability to geofence and ensure ridesharing.
Monitoring & Reporting:	Business owners should document the total number of employees and/or visitors that were provided with incentives for non-drive alone trips within the year. If no employees or visitors have opted to receive the incentive, the business owners should submit documentation showing that incentives were offered and declined.
Justification:	Intervening alternative modes and shared rides can dissuade drive alone commuting. CAPCOA does not specifically quantify the trip reduction benefits of commuter incentives; however, this is similar to providing a parking cash-out, which has a calculated VMT reduction of 0.6-7.7%.

On-Site Daycare Points:5	
Description:	Provide childcare services on-site through a licensed daycare provider. Preference should be given to those who live or work on-site.
Standards:	Include an on-site childcare facility through a licensed daycare provider that complies with all state and City requirements, including provisions within the West Hollywood Municipal Code. Enrollment preference should be given to on-site employees and residents.
Monitoring & Reporting:	Before construction the developer/property owner should identify the location of the childcare space and submit plans for City staff to ensure that the facility will meet any applicable State and City requirements. Department of City Planning staff should confirm the constructed facility meets the specifications of approved plans during a pre-occupancy inspection of the site. The property owner should submit a letter from the contracted childcare provider that includes a description of the facility's operations (days of week and hours of operation, level of enrollment, etc.) and contact information of all applicable parties upon submittal of their annual monitoring and reporting update.
Justification:	Provision of on-site childcare may reduce VMT related to drop-off/pick-ups of children, in addition to making it easier for parents and caregivers to shift their daily commutes to other modes. CAPCOA does not specifically quantify the trip reduction benefits of on-site childcare, as no literature on its effects was identified.

Innovative Measures Points:1-5	
Description:	Innovation is encouraged. Other strategies may achieve similar effects, ranging from emerging technology-based initiatives to physical features that enhance walkability. To achieve this strategy, propose your concept to the Director to receive confirmation of its applicability and point value.
Standards:	Trip Reduction Potential: The potential reduction should be proven to reach the drive-alone mode share, or AVR, target set for the development. Average vehicle ridership or AVR shall mean the total number of people that arrived at a site on the given day of observation, divided by the number of vehicles trips into or out of the site during the defined peak period of 6 a.m. to 10 a.m. in the morning and 3 p.m. to 7 p.m. in the evening.
Monitoring & Reporting:	As part of the annual reporting, information must be included to show the overall effectiveness, use, and impact of user satisfaction of any "innovation" strategy implemented as part of a TDM program.