6616 RESEDA BOULEVARD PROJECT

Air Quality Study

Prepared for
Land Use Developers Corp.
7136 Haskell Ave., Suite 320
Van Nuys, CA 91406

August 2020

ESA

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EXECUTIVE SUMMARY

The purpose of this Air Quality Study is to assess and discuss the impacts of potential air quality impacts that may occur with the implementation of the proposed 6616 Reseda Boulevard Project (Project) located in the City of Los Angeles. The Project site is located on the northeast corner of Reseda Boulevard and Kittridge Street. The Project would remove the existing retail use, a boating supply store, and develop a seven story, 96-unit congregate care facility with 43 parking spaces.

The analysis describes the estimated criteria air pollutant emissions from construction and operation of the Project and identifies the potential for significant impacts. This analysis takes credit for any emissions that are generated from the existing retail use on the Project Site. An evaluation of the project's contribution to potential cumulative air quality impacts is also provided. Air quality worksheets and technical data used in this analysis are provided in the Appendices.

This report summarizes the potential for the Project to conflict with an applicable air quality plan, to violate an air quality standard or threshold, to result in a cumulatively net increase of criteria pollutant emissions, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people. The findings of the analyses are as follows:

- The Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan and impacts would be less than significant.
- The Project would result in an incremental increase in criteria air pollutant emissions from construction and operation of the Project. However, the emissions would not exceed the regional daily emission thresholds set forth by the SCAQMD. Thus, the Project would not result in a 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 and impacts would be less than significant.
- The incremental increase in on-site emissions from construction and operation of the Project would not exceed the localized significance thresholds set forth by the SCAQMD. As a 96-unit congregate care facility, the Project would not include substantial sources of construction or operational toxic air contaminants (TAC) emissions. Thus, the Project would not result in a localized violation of applicable air quality standards or expose off-site receptors to substantial levels of regulated air pollutants resulting in a less than significant impact.

- Emissions from the increase in traffic due to operation of the Project would not have a significant impact upon 1-hour or 8-hour local carbon monoxide (CO) concentrations due to mobile source emissions and impacts would be less than significant.
- Project construction and operations would not generate other emissions, including those leading to odors adversely affecting a substantial number of people and would result in less than significant impacts.
- Consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the Project would result in a less than significant cumulative air quality impacts during construction and operation of the Project.

1.0
Introduction

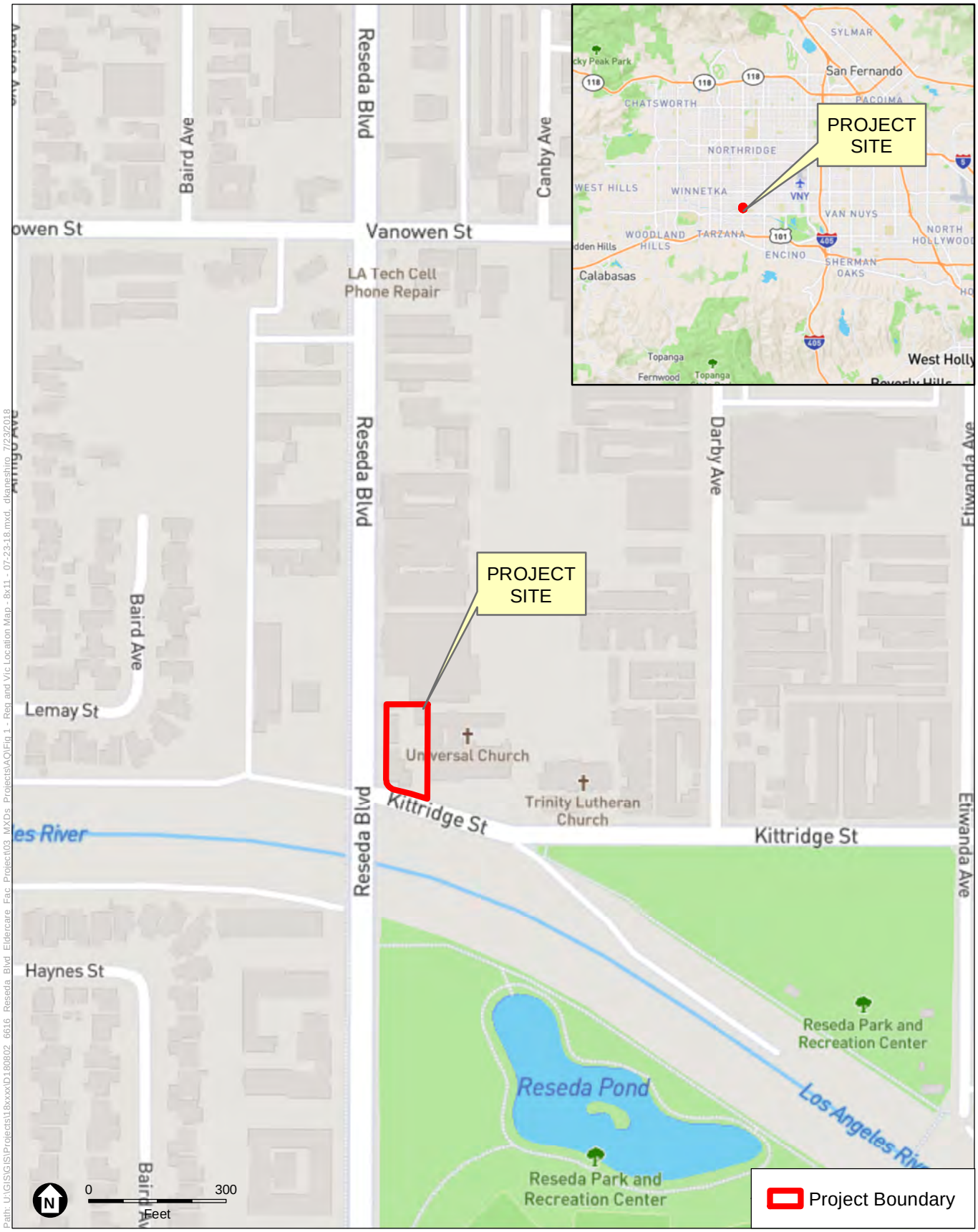
1.1 Purpose of Study

The purpose of this Air Quality Study is to assess and discuss the impacts of potential air quality impacts that may occur with the implementation of the proposed 6616 Reseda Boulevard Project (Project) located in the City of Los Angeles. The analysis describes the estimated criteria air pollutant emissions from construction and operation of the Project and identifies the potential for significant impacts. An evaluation of the project's contribution to potential cumulative air quality impacts is also provided. The Project site is developed with an existing retail use. This analysis takes credit for the existing site emissions that are generated from the existing retail use on the Project Site. Air quality worksheets and technical data used in this analysis are provided in the Appendices.

1.2 Project Description

The Project Applicant proposes to redevelop the site located at 6616 Reseda Boulevard in the San Fernando Valley region of the City of Los Angeles, which is an approximately 0.4-acre site located on the northeast corner of Reseda Boulevard and Kittridge Street. The location of the Project site and nearby vicinity is shown in **Figure 1**, *Regional and Vicinity Location Map*.

The Project would remove the existing retail use, which operates as a boating supplies store, and develop a 96-unit congregate care facility with memory care and assisted living units. The Project would provide 43 parking spaces with the majority of the spaces located in an enclosed below-grade parking structure. Construction of the Project would last for approximately one year, with an anticipated start date in the last quarter of 2020, with completion in 2021. The Project site is zoned [Q]C2-1VL-CDO-RIO, which permits retirement community uses. The Project site plan is provided in **Appendix A**.



SOURCE: Open Street Map, 2018.

6616 Reseda Blvd. Eldercare Facility Project

Figure 1
Regional and Vicinity Location Map

2.0
Regulatory and Environmental Setting

2.1 Regulatory Setting

2.1.1 Federal

The federal Clean Air Act of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. The Clean Air Act is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[1] At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of certain portions of the Clean Air Act including mobile source requirements. Other portions of the Clean Air Act, such as stationary source requirements, are implemented by state and local agencies.

The Clean Air Act establishes federal air quality standards, known as the National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The Clean Air Act also mandates that the state submit and implement a State Implementation Plan for areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the Clean Air Act identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the Clean Air Act which are most applicable to the Project include Title I (Non-attainment Provisions) and Title II (Mobile Source Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria pollutants: (1) ozone (O_3); (2) nitrogen dioxide (NO_2); (3) carbon monoxide (CO); (4) sulfur dioxide (SO_2); (5) particulate matter with an aerodynamic diameter of 10 microns (PM10); (6) fine particulate matter with an aerodynamic diameter of 2.5 microns (PM2.5), and (7) lead (Pb). **Table 1**, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the South Coast Air Basin (Air Basin) for each criteria pollutant. As shown in **Table 1**, the Air Basin is currently in non-attainment for O_3 and PM2.5, and one area of the Air Basin is in non-attainment for Pb under the NAAQS.

In addition to criteria pollutants, Title I also includes air toxics provisions which require the USEPA to develop and enforce regulations to protect the public from exposure to airborne

[1] United States Environmental Protection Agency, Summary of the Clean Air Act, https://www.epa.gov/laws-regulations/summary-clean-air-act. Accessed August 2018.

contaminants that are known to be hazardous to human health. In accordance with Section 112, the USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

TABLE 1
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

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

NOTES: N/A = not applicable
[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.
[b] Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.
[c] In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: United States Environmental Protection Agency, The Green Book Non-Attainment Areas for Criteria Pollutants. Available: https://www.epa.gov/green-book. Accessed May 2018; California Air Resources Board, Area Designations Maps/State and National. Available: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed July 2018.

Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles which have strengthened in recent years to improve air quality. For example, the standards for nitrogen oxide (NO_X) emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

2.1.2 State

California Air Resources Board

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the

California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the State to take over implementation of the federal Clean Air Act from the USEPA.

California Clean Air Act

The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practical date. The CAAQS apply to the same criteria pollutants as the federal Clean Air Act and also includes State-identified criteria pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. CARB has primary responsibility for ensuring the implementation of the California Clean Air Act,[2] responding to the federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table 1** provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the state standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles. As shown in **Table 1**, the Air Basin is currently in non-attainment for O_3, PM10, and PM2.5 under the CAAQS. Since vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

California Code of Regulations: On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (TACs) (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008, CARB also approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025).[3] The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross

[2] Chapter 1568 of the Statutes of 1988.

[3] California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/TBFinalReg.pdf. Accessed August 2018.

vehicle weight rating (GVWR) greater than 14,000 pounds. For the largest trucks in the fleet, those with a GVWR greater than 26,000 pounds, there are two methods to comply with the requirements. The first way is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over 8 years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NO_X and diesel particulate matter by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters (DPFs) achieving at least 85 percent removal efficiency, so that by January 1, 2016 their entire fleet is equipped with DPFs. However, DPFs do not lower NO_X emissions. Thus, fleet owners choosing the second option must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standard for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449).[4] Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (VDECS) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits (VDECS installation) be fully implemented by 2023 in all equipment for large and medium fleets and across 100 percent of small fleets by 2028. Based on data in CARB OFFROAD2017 model, which is CARB's population, emissions, fuel, and equipment information inventory tool for off-road equipment,[5] the 2020 statewide construction equipment fleet would include 50,886 pieces of diesel equipment meeting Tier 4 Final emission standards, respectively, representing approximately 36 percent of the statewide construction equipment fleet. Thus, construction equipment meeting the Tier 4 Final emission standards make up a substantial portion of the fleet and will make up an increasing proportion of the fleet over time.

Toxic Air Contaminants

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk

4 California Air Resources Board, Final Regulation Order, Regulation for In-Use Off-Road Diesel-Fueled Fleets, http://www.arb.ca.gov/regact/2010/offroadlsi10/finaloffroadreg.pdf. Accessed August 2018.

5 California Air Resources Board, Mobile Source Emissions Inventory, Off-Road Diesel Vehicles, OFFROAD 2017-ORION, 2017, https://www.arb.ca.gov/msei/ordiesel.htm. Accessed August 2018. Heavy-duty diesel equipment manufactured 2015 or later, is required to meet the Tier 4 Final emission standards. OFFROAD2017 was used to estimate the population of Tier 4 Final equipment in calendar years 2019 and 2020, when Project construction is expected to occur.

management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed (www.arb.ca.gov/toxics.id/taclist.htm). In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants (HAPs) as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on result of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources (www.arb.ca.gov/toxics.atcm/atcm.htm). As discussed above, in 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location, with certain limited exceptions such as for operating a power take-off device.

In addition to limiting exhaust from idling trucks, as discussed above, CARB promulgated emission standards for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by CARB on July 26, 2007, aims to reduce emissions by the installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size, with the largest operators beginning compliance in 2014.

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

2.1.3 Regional

South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for all of Orange County, Los Angeles County (excluding the Antelope Valley portion), the western, non-desert portion of San Bernardino County, and the western, Coachella Valley, and San Gorgonio Pass portions of Riverside County. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

Air Quality Management Plan

The SCAQMD has adopted Air Quality Management Plans (AQMPs) to meet the CAAQS and NAAQS. The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017.[6] CARB approved the 2016 AQMP on March 23, 2017.[7] Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, State, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts.[8] The strategies included in the 2016 AQMP build on the strategies from the previous 2012 AQMP and are intended to demonstrate attainment of the NAAQS, which are set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings,[9] for the federal non-attainment pollutants ozone and PM2.5 while accounting for regional growth, increasing development, and maintaining a healthy economy.[10] In general, SCAQMD's criteria for evaluating control strategies for stationary and mobile sources is based on the following: (1) cost-effectiveness; (2) emissions reduction potential; (3) enforceability; (4) legal authority; (5) public acceptability; (6) rate of emission reduction; and (7) technological feasibility. Control strategies in the AQMP with potential applicability to reducing short-term emissions from construction activities associated with the Project include strategies denoted in the 2016 AQMP as MOB-08 and MOB-10, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment.[11] Descriptions of measures ONRD-04 and OFFRD-01 are provided below:

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

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

Air Quality Guidance Documents

The SCAQMD published the California Environmental Quality Act (CEQA) Air Quality Handbook to provide local governments with guidance for analyzing and mitigating project-

6 SCAQMD, 2016 AQMP, March 2017.

7 CARB, News Release - CARB establishes next generation of emission controls needed to improve state's air quality, https://ww2.arb.ca.gov/news/carb-establishes-next-generation-emission-controls-needed-improve-states-air-quality, accessed February 25, 2020.

8 SCAQMD, 2016 AQMP, March 2017.

9 USEPA, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed February 25, 2020.

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

11 SCAQMD, 2016 AQMP, March 2017.

specific air quality impacts.[12] The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. However, the SCAQMD is currently in the process of replacing the CEQA Air Quality Handbook with the Air Quality Analysis Guidance Handbook. While this process is underway, the SCAQMD recommends that lead agencies avoid using the screening tables in Chapter 6 (Determining the Air Quality Significance of a Project) of the CEQA Air Quality Handbook, because the tables were derived using an obsolete version of CARB's mobile source emission factor inventory, and the trip generation characteristics of the land uses identified in these screening tables were based on the fifth edition of the Institute of Transportation Engineer's Trip Generation Manual, instead of the most current edition. Additionally, the lead agency should avoid using the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L (EMFAC7EP Emission Factors for Passenger Vehicles and Trucks, Emission Factors for Estimating Material Hauling, and Emission Factors for Oxides of Sulfur and Lead). The SCAQMD instead recommends using other approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod) software.[13] The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* that is intended to provide guidance in evaluating localized effects from mass emissions during construction.[14] The SCAQMD adopted additional guidance regarding PM2.5 in a document called *Final Methodology to Calculate Particulate Matter* $(PM)_{2.5}$ *and PM2.5 Significance Thresholds*.[15] This latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and Localized Significance Threshold Methodology.

Rules and Regulations

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

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

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12 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed August 2018.

13 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed August 2018.

14 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed August 2018.

15 South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter $(PM)_{2.5}$ and $PM_{2.5}$ Significance Thresholds, 2006, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf?sfvrsn=2. Accessed August 2018.

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart[16] or of such opacity as to obscure an observer's view.

- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

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

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

- **Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired boilers, steam generators, and process heaters as defined in this rule.

- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

- **Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM_{10} emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which

[16] United States Bureau of Mines, Ringelmann Smoke Chart, (1967). Available: https://stacks.cdc.gov/view/cdc/8906/cdc_8906_DS1.pdf. Accessed August 2018.

emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

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

- **Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition (CI) engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation. With regard to air quality planning, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016, which addresses regional development and growth forecasts and forms the basis for the land use and transportation control portions of the AQMP.[17] The growth forecasts are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The RTP/SCS and AQMP are based on projections originating within local jurisdictions.

SCAG is required to adopt an SCS pursuant to Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional greenhouse gas (GHG) reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the final GHG emissions reduction targets for the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the City of Los Angeles is located. The target is a per capita reduction of 8 percent for 2020 and 13 percent for 2035 compared to the 2005 baseline. The 2016-2040 RTP/SCS meets or exceeds these targets, lowering greenhouse gas lowering greenhouse gas emissions (below 2005 levels) by eight percent by 2020; 18 percent by 2035; and

[17] Southern California Association of Governments, Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, 2016, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed August 2018.

21 percent by 2040. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations. Compliance with and implementation of 2016-2040 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita vehicle miles traveled (VMT).

Local

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City's General Plan Air Quality Element was adopted on November 24, 1992, and sets forth the goals, objectives, and policies which guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to the proposed Project, and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments. The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution

The City of Los Angeles is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation measures.

2.2 Environmental Setting

2.2.1 Regional Air Quality

South Coast Air Basin

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

The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere.

Thus, the greatest air pollution impacts throughout the Air Basin typically occur from June through September. This condition is generally attributed to the emissions occurring in the Air Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion, thereby causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.

Sources of Air Pollution

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point sources, area sources, on-road sources, and off-road sources. Point and area sources are the two major subcategories of stationary sources.[18] Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust vents). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, and

[18] South Coast Air Quality Management District, Final 2016 AQMP-CARB/EPA/SIP Submittal, March 2017, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed August 2018.

permitted some sources such as commercial boilers) which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment).

Criteria Pollutants

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. The NAAQS and CAAQS for each of the monitored pollutants and their effects on health are summarized in **Table 2,** *Ambient Air Quality Standards*. A brief description of the health effects of these criteria air pollutants are provided below.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to the US EPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.[19] Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases, such as asthma, emphysema, and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.[20] Long-term exposure to ozone is linked to aggravation of asthma, and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children.[21] According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.[22] The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers.[23] Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when

[19] United States Environmental Protection Agency (USEPA), Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, accessed February 25, 2020.

[20] USEPA, Health Effects of Ozone Pollution, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, accessed February 25, 2020.

[21] USEPA, Health Effects of Ozone Pollution, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, accessed February 25, 2020.

[22] California Air Resources Board (CARB), Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health, accessed February 25, 2020.

[23] USEPA, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, accessed February 25, 2020.

ozone levels are high, which increases their exposure.[24] According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults.[25] Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures.[26] Further research may be able to better distinguish between health effects in children and adults.[27]

Volatile Organic Compounds (VOC): VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, they contribute with NO_X to form ozone, and are regulated to prevent the formation of ozone.[28] According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects.[29] VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).[30]

Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NO_X): NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include nitrogen dioxide (NO_2) and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas.[31] The principle form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X.[32] Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment.[33] The terms NO_X and NO_2 are sometimes used interchangeably. However, the term NO_X is typically used when discussing emissions, usually from combustion-related activities, and the term NO_2 is typically used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2. According to

24 USEPA, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, accessed February 25, 2020.

25 CARB, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health, accessed February 25, 2020.

26 CARB, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health, accessed February 25, 2020.

27 CARB, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health, accessed February 25, 2020.

28 USEPA, Technical Overview of Volatile Organic Compounds, https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds, accessed February 25, 2020.

29 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005, page A-4.

30 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005, page A-4.

31 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

32 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

33 USEPA, Nitrogen Dioxide (NO_2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2, accessed February 25, 2020.

the USEPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.[34] According to CARB, controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics.[35] In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.[36] Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.[37] CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure.[38]

TABLE 2
AMBIENT AIR QUALITY STANDARDS

		California Standards[a]		National Standards[b]		
Pollutant	**Average Time**	**Concentration[c]**	**Method[d]**	**Primary[c,e]**	**Secondary[c,f]**	**Method[g]**
O_3 [h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
NO_2 [i]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	

34 USEPA, Nitrogen Dioxide (NO_2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2, last updated September 8, 2016, accessed February 25, 2020.

35 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

36 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

37 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

38 CARB, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, accessed February 25, 2020.

Pollutant	Average Time	California Standards[a] Concentration[c]	California Standards[a] Method[d]	National Standards[b] Primary[c,e]	National Standards[b] Secondary[c,f]	National Standards[b] Method[g]
SO_2 [j]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)[9]
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) [j]	—	
PM10 [k]	24 Hour	50 µg/m3	Gravimetric or Beta Attenuation	150 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
PM2.5 [k]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3 [k]	15 µg/m^3	
Lead [l,m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[m]	Same as Primary Standard	
	Rolling 3-Month Average [m]	--		0.15 µg/m^3		
Visibility Reducing Particles [n]	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.			**No Federal Standards**	
Sulfates $(SO_4)^{2-}$	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

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

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m^3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
[d] Any equivalent procedure which can be shown to the satisfaction of CARB to give equivalent results at or near the level of the air quality standard may be used.
[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[g] Reference method as described by the USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the USEPA.
[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[i] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.
[j] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
[k] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 μg/m^3 to 12.0 μg/m^3. The other PM2.5 and PM10 standards were retained.
[l] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
[m] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 μg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
[n] In 1989, the California Air Resources Board converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: California Air Resources Board, Ambient Air Quality Standards (5/4/16), https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf. Accessed August 2020.

Carbon Monoxide (CO): Carbon monoxide (CO) is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.[39] According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.[40] Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.[41] In these situations, short-term exposure to elevated CO

[39] CARB, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed January 23, 2019.
[40] USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, accessed February 25, 2020.
[41] USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, accessed February 25, 2020.

may result in reduced oxygen to the heart accompanied by chest pain also known as angina.[42] According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain.[43] For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance.[44] Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.[45]

Sulfur Dioxide (SO_2): According to the USEPA, the largest source of sulfur dioxide (SO_2) emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities while smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content.[46] In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion.[47] According to the USEPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult.[48] According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO_2 (above 1 part per million (ppm)) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.[49] Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2.[50,51]

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42 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air , https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, accessed February 25, 2020.

43 CARB, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health, accessed February 25, 2020.

44 CARB, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health, accessed February 25, 2020.

45 CARB, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health, accessed February 25, 2020.

46 USEPA, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, last updated June 28, 2018, accessed February 25, 2020.

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

48 USEPA, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, last updated June 28, 2018, accessed February 25, 2020.

49 CARB, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health, accessed February 25, 2020.

50 CARB, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health, accessed February 25, 2020.

51 USEPA, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, accessed February 25, 2020.

Particulate Matter PM10 and PM2.5: Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.[52] Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope.[53] Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers (µm) and smaller (PM10); and fine inhalable particles with diameters that are generally 2.5 µm and smaller (PM2.5).[54] Thus, PM2.5 comprises a portion or a subset of PM10. Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.[55] Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood.[56] PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NO_X, and certain organic compounds.[57] According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways; PM_{10} is more likely to deposit on the surfaces of the larger airways of the upper region of the lung while PM2.5 is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation.[58] Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.[59] The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer.[60] Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.[61] According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5

52 USEPA, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018, accessed February 25, 2020.

53 USEPA, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018, accessed February 25, 2020.

54 USEPA, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018, accessed February 25, 2020.

55 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

56 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

57 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

58 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

59 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

60 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) , https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

61 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.[62]

Lead (Pb): Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.[63,64]

Other Criteria Pollutants (California Only)

The CAAQS regulate the same criteria pollutants as the NAAQS but in addition, regulate State-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride.[65] With respect to the State-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride), the Project would either not emit them (i.e., hydrogen sulfide and vinyl chloride), or they would be accounted for as part of the pollutants estimated in this analysis (i.e., sulfates and visibility reducing particles). For example, visibility reducing particles are associated with particulate matter emissions and sulfates are associated with SO_X emissions. Both particulate matter and SO_X are included in the emissions estimates for the Project. A brief description of the health effects of the State-identified criteria air pollutants are provided below.

Sulfates (SO_4^{2-}): Sulfates in the environment occur as a result of SO_2 being converted to SO_4^{2-} compounds in the atmosphere where sulfur is first oxidized to SO_2 during the combustion process of sulfur containing, petroleum-derived fuels (e.g., gasoline and diesel fuel). Exposure to SO_4^{2-} at levels above the standards causes negative health effects including decreased ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. SO_4^{2-} also degrades visibility and can damage materials and property.[66]

62 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, accessed February 25, 2020.

63 California Air Resources Board, History of Lead Air Quality Standard, 2009, https://www.arb.ca.gov/research/aaqs/caaqs/pb-1/pb-1.htm. Accessed August 2018.

64 Project construction and operation would not include sources of lead emissions. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial and residential land use projects such as the Project (refer to CARB, Lead and Health, https://www.arb.ca.gov/research/aaqs/common-pollutants/pb/pb.htm. As stated, the major sources of lead emissions today are ore and metals processing, piston-engine aircraft operating on leaded aviation gasoline, waste incinerators, utilities, and lead-acid battery manufacturers. The Project does not include any of these uses). As a result, lead emissions are not required to be further evaluated in this Air Quality Study.

65 California Air Resources Board, Vinyl Chloride, 2009, https://www.arb.ca.gov/research/aaqs/caaqs/vc/vc.htm. Accessed August 2018.

66 California Air Resources Board, History of Sulfates Air Quality Standard, 2009, https://www.arb.ca.gov/research/aaqs/caaqs/sulf-1/sulf-1.htm. Accessed August 2018.

Hydrogen Sulfide (H_2S): H_2S is a colorless gas with a strong odor. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills. Through its strong, foul odor, H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting.[67]

Visibility-Reducing Particles: Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[68]

Vinyl Chloride: Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term health of effects of exposure to high levels of vinyl chloride in air include central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. In addition, vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.[69]

Toxic Air Contaminants

In addition to criteria pollutants, the South Coast Air Quality Management District (SCAQMD) periodically assesses levels of toxic air contaminants (TACs) in the South Coast Air Basin (Air Basin). A TAC is defined by California Health and Safety Code Section 39655:

> *"Toxic air contaminant" means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant.*

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. Most major sources of diesel emissions, such as ships, trains, and trucks operate in and around ports, railyards, and heavily traveled roadways. These areas are

67 California Air Resources Board, Hydrogen Sulfide and Health, 2016, https://www.arb.ca.gov/research/aaqs/common-pollutants/h2s/h2s.htm. Accessed August 2018.

68 California Air Resources Board, Visibility-Reducing Particles and Health, 2009, https://www.arb.ca.gov/research/aaqs/common-pollutants/vrp/vrp.htm. Accessed August 2018.

69 California Air Resources Board, Vinyl Chloride, 2009, https://www.arb.ca.gov/research/aaqs/caaqs/vc/vc.htm. Accessed August 2018.

often located near highly populated areas resulting in greater health consequences for urban areas than rural areas.[70] DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter <2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter <0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) Aggravated asthma; (2) Chronic bronchitis; (3) Increased respiratory and cardiovascular hospitalizations; (4) Decreased lung function in children; (5) Lung cancer; and (6) Premature deaths for people with heart or lung disease.[71,72]

2.2.2 Local Air Quality

Existing Ambient Air Quality in the Surrounding Area

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The monitoring station most representative of the Project Site is the Reseda Monitoring Station in Source-Receptor Area (SRA) 6, located at 18330 Gault Street, Reseda, CA 91702. Criteria pollutants monitored at this station include O_3, NO_2, CO, and PM2.5. The Central Los Angeles Monitoring Station in SRA 1 was used to report data for SO_2 and lead. The Santa Clarita Valley Monitoring Station in SRA 13 was used to report data for PM10. The most recent data available from the SCAQMD for these monitoring stations are from years 2012 to 2016. The pollutant concentration data for these years are summarized in **Table 3**, *Pollutant Standards and Ambient Air Quality Data from Representative Monitoring Stations*.

TABLE 3
POLLUTANT STANDARDS AND AMBIENT AIR QUALITY DATA FROM REPRESENTATIVE MONITORING STATIONS

Pollutant/Standard [a]	2017	2018	2019
O_3 (1-hour)			
Maximum Concentration (ppm)	0.140	0.120	0.101
Days > CAAQS (0.09 ppm)	26	14	1

70 CARB, Overview: Diesel Exhaust and Health, https://www.arb.ca.gov/research/diesel/diesel-health.htm, accessed February 25, 2020.

71 CARB, Diesel and Health Research, http://www.arb.ca.gov/research/diesel/diesel-health.htm, accessed February 25, 2020.

72 CARB, Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, (2008).

Pollutant/Standard [a]	2017	2018	2019
O_3 (8-hour)			
Maximum Concentration (ppm)	0.114	0.101	0.087
4th High 8-hour Concentration (ppm)	0.095	0.094	0.076
Days > CAAQS (0.070 ppm)	64	49	6
Days > NAAQS (0.070 ppm)	64	49	6
NO_2 (1-hour)			
Maximum Concentration (ppm)	0.063	0.057	0.064
Days > CAAQS (0.18 ppm)	0	0	0
98th Percentile Concentration (ppm)	0.054	0.050	0.044
Days > NAAQS (0.100 ppm)	0	0	0
NO_2 (Annual)			
Annual Arithmetic Mean (0.030 ppm)	0.013	0.012	0.011
CO (1-hour)			
Maximum Concentration (ppm)	3.0	3.4	2.6
Days > CAAQS (20 ppm)	0	0	0
Days > NAAQS (35 ppm)	0	0	0
CO (8-hour)			
Maximum Concentration (ppm)	2.5	2.1	2.2
Days > CAAQS (9.0 ppm)	0	0	0
Days > NAAQS (9 ppm)	0	0	0
SO_2 (1-hour) [b]			
Maximum Concentration (ppm)	0.006	0.018	0.010
Days > CAAQS (0.25 ppm)	0	0	0
99th Percentile Concentration (ppm)	0.003	0.003	0.002
Days > NAAQS (0.075 ppm)	0	0	0
PM10 (24-hour) [c]			
Maximum Concentration (µg/m^3)	66	49	62
Samples > CAAQS (50 µg/m^3)	2	0	1
Samples > NAAQS (150 µg/m^3)	0	0	0
PM10 (Annual Average)			
Annual Arithmetic Mean (20 µg/m^3)	23.6	23.4	18.4
PM2.5 (24-hour)			
Maximum Concentration (µg/m^3)	35.2	31.0	30.0
98th Percentile Concentration (µg/m^3)	20.7	22.6	26.4
Samples > NAAQS (35 µg/m^3)	0	0	0
PM2.5 (Annual)			
Annual Arithmetic Mean (12 µg/m^3)	9.7	10.3	9.2
Lead [b]			
Maximum 30-day average (µg/m^3)	0.017	0.011	0.012
Samples > CAAQS (1.5 µg/m^3)	0	0	0

[a] ppm = parts per million; µg/m3 = micrograms per cubic meter

[b] Values for SO_2 and lead for 2016 are from the Central Los Angeles air monitoring station.

[c] Values for PM10 are from the Santa Clarita Valley air monitoring station.

SOURCE: South Coast Air Quality Management District, Historical Data by Year, 2012-2016, http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year. Accessed August 2020.

Existing Toxic Air Contaminant Risk Levels

Between July 2012 and June 2013, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES IV), which is a follow-up to previous air toxics studies conducted in the Air Basin. The MATES IV Final Report was issued in May 2015. The study, based on actual monitored data throughout the Air Basin, consisted of several elements. These included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Air Basin from exposure to TACs. As part of the MATES IV, the SCAQMD prepared maps that show regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps represent the estimated cancer risk in one million associated with a lifetime of breathing air toxics (24 hours per day outdoors for 70 years). The grid in which the Project site is located has an estimated background potential cancer risk of 665 in one million (compared to an overall South Coast Air Basin-wide risk of 1,023 in one million) based on the SCAQMD analyzed grid-specific data from 2012-2013 in MATES IV, which is graphically displayed in the Carcinogenic Risk Interactive Map available on the SCAQMD website.[73] Generally, the risk from air toxics is lower near the coastline: it increases inland, with higher risks concentrated near diesel sources (e.g., freeways, airports, and ports).

Existing Site Operational Emissions

The Project Site is currently developed with a boating supplies and maintenance retailer totaling approximately 2,960 square feet and an approximately 14,425 square-foot paved parking area. These existing uses would be demolished and removed to allow for development of the proposed Project.

Existing site emissions are associated with vehicle trips to and from the Project Site, on-site combustion of natural gas for heating, and fugitive emissions of VOCs from the use of commercial cleaning products and coatings. Existing emissions have been estimated using the CalEEMod software, which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. CalEEMod is considered to be an accurate and comprehensive tool for quantifying air pollutant emission from land use projects throughout California.[74]

[73] Background inhalation cancer risk value was obtained from detailed map data found at: South Coast Air Quality Management District, Multiple Air Toxics Exposure Study, MATES IV Carcinogenic Risk Interactive Map, http://www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b. Accessed August 2018.

[74] See: http://www.caleemod.com.

CalEEMod does not specifically have a boating supplies and maintenance retailer land use type. Therefore, within CalEEMod, the automobile care center land use type was used as the most applicable and representative land use type for the existing boating supplies and maintenance retailer. Since the existing boating supplies and maintenance retailer is an existing older building, the building natural gas usage rates for the existing boating supplies and maintenance retailer have been adjusted to account for prior Title 24 Building Energy Efficiency Standards by utilizing the CalEEMod historical data option.[75]

Mobile source emissions have been estimated based on CARB's on-road vehicle emissions factor (EMFAC) model, EMFAC2017, and estimated VMT using the City of Los Angeles VMT Calculator Tool, Version 1.3. The EMFAC2017 model is the CARB-approved on-road vehicle emissions model. The EMFAC2017 emission factors incorporate the adjustment factors for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part I: One National Program (SAFE Rule Part I) for light-duty vehicles. The City of Los Angeles VMT Calculator Tool, Version 1.3 is specifically designed and intended to be used to develop project-specific daily VMT for residential and commercial land use development projects in the City of Los Angeles. It implements the methodologies, screening criteria, and impact significance thresholds described in the Los Angeles Department of Transportation's *Transportation Assessment Guidelines* for residential and employment projects. Within the VMT Calculator Tool, the auto repair land use type was used as the closest match for the Project. Both the EMFAC2017 emissions factors and the VMT data were incorporated into CalEEMod by replacing the default values. The existing Project Site emissions are summarized in **Table 4**, *Estimated Existing Site Regional Operational Emissions*. Detailed emissions calculations are provided in **Appendix B** of this Draft EIR.

TABLE 4
ESTIMATED EXISTING SITE OPERATIONAL EMISSIONS (POUNDS PER DAY) [A]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Area	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy (Natural Gas)	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Motor Vehicles	0.2	0.3	1.6	<0.1	0.4	0.1
Total Existing Emissions	**0.2**	**0.4**	**1.6**	**<0.1**	**0.4**	**0.1**

NOTES:

[a] Totals may not add up exactly due to rounding in the modeling calculations Detailed emissions calculations are provided in **Appendix B** of this Draft EIR.

SOURCE: ESA 2020

[75] California Air Resources Board, CalEEMod User's Guide, Appendix E, Section 5, September 2016. Available: http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/06_appendix-e2016-3-1.pdf?sfvrsn=2. Accessed June 2018. The energy historical data option was selected in CalEEMod to account for the existing building age..

2.2.3 Air Quality Sensitive Receptors

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. The nearest existing air quality sensitive uses in proximity to the Project site include the following:

- Schools: The Magnolia Science Academy 2 is located approximately 200 feet to the east of the Project site.
- Multi-Family Residential Dwellings: The Watermark apartment complex is currently under construction and is located approximately 90 feet to the east of the Project site. The Riverwalk at Reseda apartment complex is located approximately 200 feet to the east of the Project site, and other multi-family residential uses are located approximately 310 feet to the southwest of the Project site.
- Senior Housing: Fiesta House Senior Housing is located approximately 330 feet to the northeast of the Project site.
- Single-Family Residential Dwellings: Single-family residential uses are located along Baird Avenue, approximately 400 feet to the west of the Project site.

All other air quality sensitive receptors are located at greater distances from the Project site and would be less impacted by Project emissions. Impacts are quantified for the above nearest air quality sensitive receptors, which represents the locations of maximum potential localized air quality impacts.

3.0
Environmental Impacts

3.1 Significance Thresholds

3.1.1 State CEQA Guidelines Appendix G

Appendix G of the State CEQA Guidelines includes a checklist of questions intended to assist lead agencies when assessing whether a project would have a significant impact related to air quality, including if the project would:

a. Conflict with or obstruct the implementation of the applicable air quality plan;

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;

c. Expose sensitive receptors to substantial pollutant concentrations; or

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.1.2 City of Los Angeles CEQA Thresholds Guide

The L.A. CEQA Thresholds Guide (Thresholds Guide) identifies the following factors for consideration on a case-by-case basis to evaluate a project's construction air quality impacts:

- Combustion Emissions from Construction Equipment
  - Type, number of pieces and usage for each type of construction equipment;
  - Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
  - Emission factors for each type of equipment.
- Fugitive Dust: Grading, Excavation and Hauling
  - Amount of soil to be disturbed on-site or moved off-site;
  - Emission factors for disturbed soil;
  - Duration of grading, excavation and hauling activities;
  - Type and number of pieces of equipment to be used; and
  - Projected haul route.

- Fugitive Dust: Heavy-Duty Equipment Travel on Unpaved Roads
  - Length and type of road;
  - Type, number of pieces, weight and usage of equipment; and
  - Type of soil.
- Other Mobile Source Emissions
  - Number and average length of construction worker trips to project site, per day; and
  - Duration of construction activities.

The Thresholds Guide identifies the following factors for consideration on a case-by-case basis to evaluate a project's operational air quality impacts:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the daily thresholds presented below (as reprinted from the SCAQMD CEQA Air Quality Handbook):
  - 55 pounds per day of VOC;[76]
  - 55 pounds per day of NO_X;
  - 550 pounds per day for CO;
  - 150 pounds per day for SO_X; and
  - 150 pounds per day for PM10.
- Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
  - The proposed project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
  - The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.
- The project creates an objectionable odor at the nearest sensitive receptor.

The Thresholds Guide states that the determination of the significance of a project's impacts related toxic air contaminants shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework for the toxic material(s) and process(es) involved;
- The proximity of the toxic air contaminants to sensitive receptors;
- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which Project design will reduce the risk of exposure.

[76] The Thresholds Guide uses the term "ROG" or "reactive organic gases" interchangeably with the term "VOC." Additionally, 10 tons per year is equivalent to 55 pounds per day.

The City has determined to assess the potential air quality impacts of the Project under the Appendix G list of questions, in accordance with the most recent thresholds adopted by the SCAQMD in connection with its *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook,* and subsequent SCAQMD guidance as discussed below.[77] Pursuant to the State CEQA Guidelines (Section 15064.7), a lead agency may consider using, when available, the significance criteria established by the applicable air quality management district or air pollution control district when making determinations of significance.

3.1.3 Construction Emissions

The City has not adopted a Citywide significance threshold for construction emissions and relies on the SCAQMD CEQA Air Quality Handbook's emission factors and assessment methodologies. The SCAQMD has established numerical emission indicators of significance thresholds for construction emissions. These indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. Based on the indicators in the SCAQMD *CEQA Air Quality Handbook,* the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional construction criteria pollutant emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[78]
  - 75 pounds a day for VOC;
  - 100 pounds per day for NO_X;
  - 550 pounds per day for CO;
  - 150 pounds per day for SO_2;
  - 150 pounds per day for PM10; or
  - 55 pounds per day for PM2.5.

In addition, the SCAQMD has developed a methodology to assess the potential for localized construction emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_X and/or CO during construction would be greater than the applicable localized significance thresholds, resulting in predicted ambient

[77] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project (refer to CARB, Lead and Health, https://www.arb.ca.gov/research/aaqs/common-pollutants/pb/pb.htm. As stated, the major sources of lead emissions today are ore and metals processing, piston-engine aircraft operating on leaded aviation gasoline, waste incinerators, utilities, and lead-acid battery manufacturers. The Project does not include any of these uses). As a result, lead emissions are not further evaluated in this Air Quality Study.

[78] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, March 2015, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2018.

concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[79]

- Maximum daily localized emissions of PM10 and/or PM2.5 during construction would be greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 10.4 $\mu g/m^3$ over 24 hours (SCAQMD Rule 403 control requirement).[80]

As discussed previously, the SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without Project-specific dispersion modeling. This analysis will use these screening criteria to evaluate impacts from the Project's localized construction emissions.

3.1.4 Operational Emissions

In the context of the questions from Appendix G of the State CEQA Guidelines, the City relies on operational emissions thresholds in the SCAQMD Air Quality Handbook for determining impact significance. The SCAQMD has established numerical emission indicators of significance thresholds based, in part, on Section 182(e) of the CAA, which sets 10 tons per year of VOC as a significance level for stationary source emissions in extreme non-attainment areas for ozone.[81] As shown in **Table 1**, the Air Basin is designated as extreme non-attainment for ozone. The SCAQMD converted this significance level to pounds per day for ozone precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The numeric indicators for other pollutants are also based on federal stationary source significance levels. SCAQMD's numeric emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have ben promulgated to protect public health.[82] Based on the indicators in the SCAQMD *CEQA Air Quality Handbook,* the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Operational criteria pollutant emissions exceed any of the following SCAQMD prescribed daily regional numeric indicators:[83]
  - 55 pounds a day for VOC;

[79] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed August 2018.

[80] South Coast Air Quality Management District, Air Quality Significance Thresholds, March 2015, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2018.

[81] South Coast Air Quality Management District, CEQA Air Quality Handbook (1993) 6-1.

[82] South Coast Air Quality Management District, CEQA Air Quality Handbook, (1993) 6-2.

[83] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2015). Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2018. The L.A. CEQA Thresholds Guide also includes a threshold of 10 tons per year of VOCs; however, this is equivalent to the SCAQMD daily threshold of 55 pounds per day.

- 55 pounds per day for NO_X;
- 550 pounds per day for CO;
- 150 pounds per day for SO_2;
- 150 pounds per day for PM10; or
- 55 pounds per day for PM2.5.

In addition, the SCAQMD has developed a methodology to assess the potential for a project's localized operational emissions to cause an exceedance of applicable ambient air quality standards. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_X and/or CO during operation would be greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[84]
- Maximum daily localized emissions of PM10 and/or PM2.5 during operation would be greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 2.5 $\mu g/m^3$ over 24 hours (SCAQMD Rule 1303 allowable change in concentration).

As discussed previously, the SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without Project-specific dispersion modeling. This analysis will use the screening criteria to evaluate impacts from the Project's localized operational emissions.

With respect to CO hotspots, impacts would be considered significant if the following would occur:

- The Project would cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively within one-quarter mile of a sensitive receptor.[85]

3.1.5 Toxic Air Contaminants

The City has determined to evaluate the Project's impacts related to toxic air contaminants based on the Appendix G questions and applicable criteria set forth by the SCAQMD,[86] as follows:

[84] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed August 2018.

[85] The CAAQS is more conservative than the NAAQS (35 ppm for one-hour CO and 9.0 ppm for eight-hour CO).

[86] South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants), (1993); SCAQMD Air Quality Significance Thresholds, (March 2015), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2018.

- The Project would expose sensitive receptors to substantial concentrations of TACs if it emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of 10 in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to one in one million) or an acute or chronic hazard index of 1.0.

3.1.6 Thresholds Conclusion

Pursuant to the State CEQA Guidelines (Section 15064.7), a lead agency may consider using, when available, the significance criteria established by the applicable air quality management district or air pollution control district when making determinations of significance. In assessing the significance of the Project's impacts related to air quality, the City has determined to use the Appendix G checklist items as its thresholds of significance. The criteria identified above from the Thresholds Guide and SCAQMD significance criteria, along with the SCAQMD Air Quality Analysis Guidance Handbook and subsequent SCAQMD evidence as discussed above, will be used where applicable and relevant to assist the City in analyzing the significance of the Project's impacts under these thresholds.

3.2 Methodology

The methodology to evaluate potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project is conducted as follows.

3.2.1 Consistency with Air Quality Plan

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and $PM_{2.5}$). The SCAQMD's 2012 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by the SCAG. As noted above, the 2016 AQMP was adopted by the SCAQMD and CARB but has not been yet received full USEPA approval for inclusion in the SIP. Nonetheless, this analysis considers both the 2012 and 2016 AQMP as appropriate.

As part of its air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide and the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, which provide the basis for the land use and transportation components of the Air Quality Management Plan and are used in the preparation of the air quality forecasts and the consistency analysis included in the Air Quality Management Plan. Both the Regional Comprehensive Plan and Air Quality Management Plan are based, in part, on projections originating with county and city general plans.

The 2012 and 2016 AQMPs were prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are consistent with the assumptions used in

the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the Air Quality Management Plan, even if they exceed the SCAQMD's numeric indicators. The Project's consistency with the AQMP is evaluated based on consistency with the applicable growth projections and emission control strategies.

3.2.2 Construction Emissions

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as cranes forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using the CalEEMod (Version 2016.3.2) software, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. Mobile source emissions have been estimated based on CARB's EMFAC2017 model, which is the CARB-approved on-road vehicle emissions model. The input values used in this analysis are based on conservative assumptions in CalEEMod with appropriate adjustments to be Project-specific based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Within CalEEMod, the congregate care (assisted living) land use type was used as the most applicable and representative land use type for the proposed Project. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Appendix C**.

Construction of the Project is estimated to begin in the fall of 2019 with an anticipated completion in the summer of 2020. Subphases of construction would include demolition of the existing retail structure and hardscape, grading, building construction, architectural coating, and paving. Emissions from these activities are estimated by construction phase. It should be noted that the maximum daily emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of Project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators.

3.2.3 Operational Emissions

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from area sources on-site such as natural gas combustion, landscaping equipment, and use of consumer products. Criteria pollutant emissions would also be generated by point sources such as an emergency generator that would likely be needed to supply emergency power for the Project in the event of a power outage. Emergency generators produce emissions through periodic maintenance and testing operations. Operational impacts were assessed for the anticipated Project buildout year (i.e., 2020).

The operational emissions are estimated using the CalEEMod software. CalEEMod was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. Within CalEEMod, the congregate care (assisted living) land use type was used as the most applicable and representative land use type for the proposed Project. Mobile source emissions have been estimated based on CARB's EMFAC2017 model, and estimated VMT using the City of Los Angeles VMT Calculator Tool, Version 1.3. The EMFAC2017 model is the CARB-approved on-road vehicle emissions model. The EMFAC2017 emission factors incorporate the adjustment factors for the SAFE Vehicles Rule Part I: One National Program (SAFE Rule Part I) for light-duty vehicles. The City of Los Angeles VMT Calculator Tool, Version 1.3 is specifically designed and intended to be used to develop project-specific daily VMT for residential and commercial land use development projects in the City of Los Angeles. It implements the methodologies, screening criteria, and impact significance thresholds described in the Los Angeles Department of Transportation's *Transportation Assessment Guidelines* for residential and employment projects. Within the VMT Calculator Tool, the senior affordable residential land use type was used as the closest match for the Project. Both the EMFAC2017 emissions factors and the VMT data were incorporated into CalEEMod by replacing the default values.

The Project site is located near public transportation services including Metro Route 244 along Reseda Boulevard with a stop at Kittridge Street and Reseda Boulevard, Metro routes 164 and 745 with stops at Victory Boulevard and Reseda Boulevard, and Metro routes 165 and 745 with stops at Vanowen Street and Reseda Boulevard. While Project employees, visitors, and residents could utilize these public transportation options, no numerical reduction in VMT was quantified for this Project for its proximity to these public transportation services or off-site commercial, residential, and retail destinations in order to provide a conservative operational emissions analysis.

Area source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product usage (including paints) rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the demand factors from the California Energy Commission (CEC) California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone. However, since the data from the CEUS is from 2002, CalEEMod incorporates correction factors to account for the appropriate version of

the Title 24 Building Energy Efficiency Standards in effect (currently the 2019 Title 24 Standards).

If an emergency generator is included in the Project, it would be required comply with SCAQMD Rule 1470. In accordance with Rule 1470, the maintenance and testing of the emergency generator would not occur daily, but rather periodically, up to 50 hours per year to limit emissions of criteria air pollutants and TACs.

Operational air quality impacts are assessed based on the incremental increase in emissions compared to baseline conditions. As discussed previously, the Project site is developed with an existing retail use. This analysis takes credit for emissions that are generated from the existing retail use on the Project Site. The maximum daily emissions from operation of the Project are compared to the SCAQMD daily regional numeric indicators. Detailed emissions calculations are provided in **Appendix C**.

3.2.4 Localized Emissions

The localized effects from the onsite portion of the emissions are evaluated at nearby sensitive receptor locations potentially impacted by the Project according to the SCAQMD Final Localized Significance Threshold Methodology, which relies on on-site mass emission rate screening tables and project-specific dispersion modeling, where appropriate.[87] The localized significance thresholds are only applicable to NO_X, CO, PM10, and PM2.5. For NO_X and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403 (Fugitive Dust) and Rule 1303 (New Source Review Requirements). The SCAQMD provides mass emission rate screening tables that are used for projects which are five acres or less. Projects which are larger than five acres, detailed dispersion modeling is recommended to assess air quality impacts. The Project site is less than one acre; therefore, the screening tables are used to evaluate localized emissions.

The screening criteria depend on: (1) the area in which the project is located, (2) the size of the project site, and (3) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals). The SCAQMD provides screening criteria for distances of 25, 50, 100, 200, and 500 meters and allows for linear interpolation to estimate the screening criteria between these distances. The Project site is located in the West San Fernando Valley area and is approximately 0.4 acres in size. The nearest existing off-site sensitive receptor is a multi-family development currently under construction, located approximately 30 meters to the west of the Project site across Reseda Boulevard. This analysis uses a conservative screening criteria for a 0.4-acre site in the West San Fernando Valley area with sensitive receptors located at a distance of 25 meters from the Project Site.

[87] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed August 2018.

3.2.5 Carbon Monoxide Hotspots

Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots. The potential for the Project to cause or contribute to the formation of off-site CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that has been conducted by the SCAQMD for its CO Attainment Demonstration Plan in the AQMP. The analysis compares the intersections with the greatest peak-hour traffic volumes that would be impacted by the Project to the intersections modeled by the SCAQMD. Project-impacted intersections with peak-hour traffic volumes that are lower than the intersections modeled by the SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its AQMP.

3.2.6 Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be related to diesel particulate matter emissions associated with heavy-duty equipment during excavation and grading activities. Construction activities associated with the Project would be sporadic, transitory, and short-term in nature (approximately 12 months). The SCAQMD has not formally adopted guidance that requires quantitative health risk assessments be performed for short-term exposures to TAC emissions. The City of Los Angeles recommends that potential impacts from short-term TAC exposures be evaluated based on the potential for a project to generate long-term TAC emissions. Thus, a qualitative assessment of the impacts associated with the Project's short-term construction TAC emissions is provided in the Project Impacts section below.

During long-term operations, TACs could be emitted as part of periodic maintenance operations, cleaning, painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these uses are expected to be occasional and result in minimal exposure to off-site sensitive receptors. As the Project consists of a congregate care facility, the Project would not include sources of substantial TAC emissions identified by the SCAQMD or CARB siting recommendations.[88, 89] Thus, a qualitative analysis is appropriate for assessing the Project's operational emissions.

3.2.7 Odors

Potential odor impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis as necessary. The screening-level analysis consists of reviewing the Project's site plan and Project description to identify new or modified odor sources. If it is determined that the Project would introduce a potentially significant new odor source, or modify an existing odor

[88] South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, Table 2-3, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4. Accessed August 2018.

[89] California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, 2005, Table 1-1, https://www.arb.ca.gov/ch/landuse.htm. Accessed August 2018.

source, then downwind sensitive receptor locations are identified, and a site-specific analysis is conducted to determine Project impacts.

3.2.8 Project Characteristics

The Project would represent an urban infill development, since it would be undertaken on a currently developed site. The Project would increase the density on the site by developing 96 congregate care dwelling units. The Project would locate these congregate care residential uses near existing off-site commercial and retail destinations along Reseda Boulevard and in proximity to existing public transit stops within approximately a quarter mile of the Project Site, including bus routes such as Metro Route 244 along Reseda Boulevard with a stop at Kittridge Street and Reseda Boulevard, Metro routes 164 and 745 with stops at Victory Boulevard and Reseda Boulevard, and Metro routes 165 and 745 with stops at Vanowen Street and Reseda Boulevard. Metro routes 240 and 745 provide service to Granada Hills, Northridge, and Tarzana, and Metro Route 240 also provides service to Encino, Sherman Oaks, and Studio City. Metro routes 164 and 165 provide service to West Hills, Canoga Park, Van Nuys, North Hollywood, and Burbank. The closest hospital, Northridge Hospital Medical Center, is located approximately 2 miles to the north of the Project Site along Roscoe Boulevard.

Proximity to off-site destinations and public transportation would result in reduced vehicle trips and VMT, and associated air pollutant emissions compared to the statewide and Air Basin average. While Project employees, visitors, and residents could utilize the above public transportation options, no numerical reduction in VMT was quantified for this Project for its proximity to these public transportation services or off-site commercial, residential, and retail destinations in order to provide a conservative operational emissions analysis.

The Project would not include built-in residential fireplaces. Excluding built-in residential fireplaces from the Project's design would minimize the on-site generation of air pollutant emissions from the proposed residential uses.

3.3 Project Impacts

Impact Threshold AIR-1: A significant impact would occur if the Project would conflict with or obstruct the implementation of the applicable air quality plan.

Impact Statement: The Project would not conflict with or obstruct implementation of relevant air quality policies in the adopted Air Quality Management Plan. Therefore, impacts would be less than significant.

Construction

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related, such as resultant employment or

residential units) upon which the air quality plan are based. The Project would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies denoted in the 2012 AQMP as ONRD-04 and OFFRD-01 and in the 2016 AQMP as MOB-08 and MOB-10. These control strategies are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards.

The Project would not conflict with implementation of these strategies. The Project's construction contractors would be required by regulation to comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment by complying with the anti-idling regulation (13 CCR, Section 2485), truck and bus regulation (13 CCR, Section 2025), and off-road emissions standards for diesel construction equipment (13 CCR, Section 2449). In addition, the Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403, which includes the use of watering or other form of soil stabilizer to minimize the generation of fugitive dust.

Compliance with these requirements is consistent with the 2012 and 2016 AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the Project would not conflict with the control strategies intended to reduce emissions from construction equipment, the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operation

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

The Project is a congregational care land use proposal with 96 dwelling units and the Project site is zoned [Q]C2-1VL-CDO-RIO, which permits retirement community uses. The Project would replace an existing retail use. While the Project would result in an increase in population on the Project Site, the Project's location, design and land uses render it consistent with the AQMP. The 2012 and 2016 AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. While the majority of the measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, the Project's location, design and land uses would support measures related to reducing vehicle trips for congregate care facility employees, visitors, and residents by locating at an infill site near multiple public transportation options within a quarter mile of the Project Site, including bus routes such as Metro Route 244 along Reseda Boulevard with a stop at Kittridge Street and Reseda Boulevard, Metro

routes 164 and 745 with stops at Victory Boulevard and Reseda Boulevard, and Metro routes 165 and 745 with stops at Vanowen Street and Reseda Boulevard. These public transportation options provide service to Granada Hills, Northridge, and Tarzana, Encino, Sherman Oaks, Studio City, West Hills, Canoga Park, Van Nuys, North Hollywood, and Burbank. The location of the Project and access to transit would be consistent with AQMP by reducing vehicle trips, VMT and other associated emissions. As a result, the Project would not result in long-term operational population growth that exceeds planned growth projections for the area as incorporated in the City's General Plan, the SCAG 2016 RTP/SCS or the AQMP. As the Project would not conflict with the growth projections in the AQMP, impacts would be less than significant.

Impact Threshold AIR-2: A significant impact would occur if the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Impact Statement: Construction of the Project would not generate emissions that would exceed the applicable SCAQMD significance thresholds. Operation of the Project would not generate emissions that would exceed the applicable SCAQMD significance thresholds. Therefore, construction and operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.

Regional Construction Emissions

The maximum daily emissions were estimated for construction of the Project for each construction phase. Some individual construction phases could potentially overlap, which is taken into account in the modeling. The maximum daily emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of construction. Detailed emissions calculations are provided in **Appendix C**. Results of the criteria pollutant calculations are presented in **Table 5**, *Maximum Unmitigated Regional Construction Emissions*. As shown therein, construction-related daily emissions for the criteria and precursor pollutants (VOC, NO_X, CO, SO_2, PM10, and PM2.5) would be substantially below the SCAQMD significance thresholds. Therefore, regional construction emissions would be less than significant and mitigation measure would not be required.

TABLE 5
MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Project Construction						
Demolition – 2020	1.0	9.6	8.5	<0.1	1.1	0.6
Grading – 2020	1.8	24.7	15.6	<0.1	2.1	1.2
Building Construction – 2020	1.0	10.9	10.6	<0.1	1.4	0.7
Building Construction, Architectural Coating, and Paving – 2021	9.7	19.2	20.4	<0.1	2.1	1.2

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Maximum Regional Emissions	**9.7**	**24.7**	**20.4**	**<0.1**	**2.1**	**1.2**
SCAQMD Significance Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

NOTES:
[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix C**.
[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
SOURCE: ESA 2020

Regional Operational Emissions

Operational emissions were assessed for mobile, area, and stationary sources. Operational criteria pollutant emissions were calculated for the estimated earliest Project buildout year (i.e., 2021). Detailed emissions calculations are provided in **Appendix C**. Results of the criteria pollutant calculations are presented in **Table 6**, *Maximum Unmitigated Regional Operational Emissions*. The increase in operational-related daily emissions for the criteria and precursor pollutants (VOC, NO_X, CO, SO_2, PM10, and PM2.5) would be substantially below the SCAQMD thresholds of significance. Therefore, regional operational emissions would be less than significant and mitigation measure would not be required.

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

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Existing Operations (refer to Table 4)	**0.2**	**0.4**	**1.6**	**<0.1**	**0.4**	**0.1**
Project Operations						
Area (Consumer Products, Landscaping)	1.9	0.1	7.9	<0.1	<0.1	<0.1
Energy (Natural Gas)	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Emergency Generator	0.2	3.7	3.4	<0.1	<0.1	<0.1
Motor Vehicles	0.4	0.7	3.5	<0.1	1.0	0.3
Maximum Regional Emissions	**2.5**	**4.9**	**15.0**	**<0.1**	**1.0**	**0.3**
Net Increase in Operational Emissions	**2.3**	**4.5**	**13.4**	**<0.1**	**0.6**	**0.2**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

NOTES:
[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix C**.
SOURCE: ESA 2020

Impact Threshold AIR-3: A significant impact would occur if the Project would expose sensitive receptors to substantial pollutant concentrations.

Impact Statement: Construction and operation of the Project would not exceed the localized significance thresholds at off-site sensitive receptors. Therefore, localized impacts would be less than significant. The Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively. Therefore, CO hotspots impacts would be less than significant. Construction and operation of the Project would not generate emissions of TACs (i.e., diesel particulate matter) that would not result in health risk impacts in excess of the health risk thresholds. Therefore, TAC impacts would be less than significant.

Localized Construction Emissions

The localized construction air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (SCAQMD 2008a). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the Project. The maximum daily localized emissions for each of the construction phases and localized significance thresholds are presented in **Table 7,** *Maximum Unmitigated Localized Construction Emissions*. As shown therein, maximum localized construction emissions would not exceed the localized thresholds for NO_X, CO, PM10, and PM2.5 at sensitive receptors. Therefore, with respect to localized construction emissions, impacts to existing and future sensitive receptors would be less than significant.

Localized Operational Emissions

The localized operational air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (SCAQMD 2008a). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the Project. The maximum daily operational localized emissions and localized significance thresholds are presented in **Table 8,** *Maximum Unmitigated Localized Operational Emissions*. As shown therein, maximum localized operational emissions would not exceed the localized thresholds for NO_X, CO, PM10, and PM2.5 at sensitive receptors. Therefore, with respect to localized operational emissions, impacts to existing and future sensitive receptors would be less than significant.

TABLE 7
MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	NO_X	CO	PM10 [b]	PM2.5 [b]
Project Construction (On-Site Emissions)				
Demolition – 2020	8.4	8.1	0.9	0.5
Grading – 2020	14.4	13.4	0.9	0.8
Building Construction – 2020	9.7	8.1	0.5	0.5

Source	NO_X	CO	PM10 [b]	PM2.5 [b]
Building Construction, Architectural Coating, and Paving – 20210	17.9	17.0	1.0	0.9
Maximum Localized Emissions	**17.9**	**17.0**	**1.0**	**0.9**
SCAQMD Significance Thresholds [c]	77	295	2.8	2.4
Exceeds Thresholds?	No	No	No	No

NOTES:
[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix C**.
[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
[c] Linearly interpolated using the 1- and 2-acre screening table criteria and a Project site acreage of 0.4 acres with sensitive receptors located 25 meters from the Project site.

SOURCE: ESA 2018

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

Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Project Operations (On-Site Emissions)				
Area (Consumer Products, Landscaping)	0.1	7.9	<0.1	<0.1
Energy (Natural Gas)	0.4	0.2	<0.1	<0.1
Emergency Generator	3.7	3.4	<0.1	<0.1
Maximum Localized Emissions	**4.2**	**11.5**	**0.1**	**0.1**
SCAQMD Significance Thresholds [b]	77	295	0.4	0.4
Exceeds Thresholds?	No	No	No	No

NOTES:
[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in **Appendix C**.
[b] Linearly interpolated using the 1- and 2-acre screening table criteria and a Project site acreage of 0.4 acres with sensitive receptors located 25 meters from the Project site.

SOURCE: ESA 2018

Carbon Monoxide Hotspots

The potential for the Project to cause or contribute to CO hotspots is evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the Project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at Project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As shown previously in **Table 3**, CO levels in the Project area are substantially below the federal and state standards. Maximum CO levels in recent years are approximately 3.4 ppm for a one-hour average and 2.5 ppm for an eight-hour average compared to the thresholds of 20 ppm (one-hour average) and 9.0 ppm (eight-hour average). Carbon monoxide decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, the SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin. These include: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; (d) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP CO attainment demonstration, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.[90] The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue.

Based on the City's VMT Calculator Tool for the Project, which uses trip generation rate information from the Institute of Transportation Engineers (ITE) 10th edition of the Trip Generation Manual, the Project would generate maximum daily trips of approximately 170 trips in a day, while the existing site use generates maximum daily trips of approximately 65 trips in a day, resulting in a net increase of approximately 105 trips in a day. Conservatively assuming that all net 105 trips would travel though a common roadway intersection, the Project's vehicles would be estimated to result in incremental CO concentrations of less than 0.01 ppm for both one-hour and eight-hour averaging periods.[91] Based on the background CO concentrations of approximately 3.4 ppm for a one-hour average and 2.5 ppm for an eight-hour average, the Project would not cause an exceedance of the thresholds of 20 ppm (one-hour average) and 9.0 ppm (eight-hour average). This comparison demonstrates that the Project would not contribute to the formation of CO hotspots and that no further CO analysis is required. The Project would result in less than significant impacts with respect to CO hotspots.

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Diesel particulate matter poses a carcinogenic health risk that is generally measured using

[90] South Coast Air Quality Management District, Final 2003 Air Quality Management Plan Appendix V, Modeling and Attainment Demonstrations, August 2003, pages V-4-24-26, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2. Accessed May 2018.

[91] Calculated as 4.6 ppm × 245 / 100,000 = 0.01 ppm and 3.2 ppm × 245 / 100,000 = 0.01 ppm.

an exposure period of 30 years for sensitive residential receptors or 70 years for an overall lifetime risk.

Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the approximately 24-month construction period. Sensitive receptors are located within 25 meters of the Project Site; however, localized diesel particulate matter emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds as presented in **Table 7**. Based on the results of the modeling analysis, peak PM2.5 exhaust emissions would be one or less than one pound per day during all modeled phases of construction. The low level of PM2.5 emissions (one or less than one pound per day) coupled with the short-term duration of construction activity and the relatively small-scale of the Project would result in overall low level of diesel particulate matter concentrations in the Project area. Furthermore, compliance with the State of California's on-road and off-road vehicle rules, including the CARB ATCM anti-idling measure that limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area. The Project would utilize a construction contractor(s) that complies with required and applicable equipment and vehicle emissions standards and the In-Use Off-Road Diesel Vehicle Regulation. Thus, sensitive receptors would be exposed to diesel particulate emissions below thresholds and construction TAC impacts would be less than significant. No additional analysis is required.

Project operations would generate only minor amounts of diesel emissions from residential delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emissions from existing diesel trucks. Therefore, the Project operations would not be considered a substantial source of diesel particulates. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of occasional architectural coatings and other commercial cleaning products. The Project's congregate care residential uses would operate similarly to similarly sized congregate care or multi-unit residential uses in the area and would not have substantial sources of TAC emissions. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the congregate care residential uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance. Therefore, operational impacts would be less than significant.

Impact Threshold AIR-4: A significant impact would occur if the Project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact Statement: The Project would not generate other emissions (i.e., attainment or unclassified pollutants CO and SO_2) that would exceed the SCAQMD significance thresholds and would not locate new substantial sources of odors to the area and would not create objectionable odors affecting a substantial number of people during construction and operations. Therefore, construction and operational impacts would be less than significant.

Construction

Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. As discussed in the Section 2.1, Regulatory Setting, SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Additionally, construction of the Project would not exceed the SCAQMD significance thresholds for attainment or unclassified pollutants of CO and SO_2, as shown in **Table 5** and **Table 7** above. Therefore, construction of the Project would result in less than significant impacts.

Operation

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[92] The Project does not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. The Project would not create adverse odors affecting a substantial number of people. Additionally, operation of the Project would not exceed the SCAQMD significance thresholds for attainment or unclassified pollutants of CO and SO_2, as shown in **Table 6** and **Table 8** above. Therefore, operation of the Project would result in less than significant impacts.

[92] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

3.4 Cumulative Impacts

The SCAQMD has provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality as discussed below:[93]

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

Consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the potential for the Project to results in cumulative impacts is assessed based on the SCAQMD thresholds.

3.4.1 Construction

The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As shown in **Table 5**, regional emissions calculated for Project construction would be less than the applicable SCAQMD daily significance thresholds. The thresholds are designed to assist the region in attaining the applicable state and national ambient air quality standards. Although the Project site is located in a region that is in non-attainment for O_3, PM10, and PM2.5, the emissions associated with the Project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. Therefore, construction of the Project would result in cumulative impacts that would be less than significant.

3.4.2 Operations

The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As shown in **Table 6**, regional emissions calculated for Project operations would be less than the applicable SCAQMD daily significance thresholds. The thresholds are designed to assist the region in attaining the applicable state and national ambient air quality standards. Although the Project site is located in a region that is in non-attainment for O_3, PM10, and PM2.5, the emissions associated with the Project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. Therefore, operation of the Project would result in cumulative impacts that would be less than significant.

[93] South Coast Air Quality Management District, Cumulative Impacts White Paper, Appendix D, 2003, http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4. Accessed May 2018.

4.0
Summary of Results

4.1 Construction

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from grading and construction activities. However, compliance with SCAQMD Rule 403 fugitive dust control requirements and CARB regulations restricting unnecessary idling and implementation of on- and off-road emissions standards, would minimize air pollutant emissions.

The Project would not conflict with implementation of applicable AQMP strategies. The Project would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. The Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

As shown in **Table 5**, regional construction emissions would not exceed the SCAQMD numeric indicators. Therefore, impacts related to regional construction emissions would be less than significant. As shown in **Table 7**, localized emissions would not exceed the SCAQMD numeric indicators. Therefore, impacts related to localized construction emissions would be less than significant. As a result, Project-related construction emissions impacts would be less than significant.

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. The Project would result in generally low level of diesel particulate matter emissions. Furthermore, compliance with the State of California's on-road and off-road vehicle rules, including the CARB ATCM anti-idling measure that limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area. Thus, sensitive receptors would be exposed to diesel particulate emissions below thresholds and construction TAC impacts would be less than significant. No additional analysis is required.

The Project would not generate construction-related odors that would affect a substantial number of people. Therefore, odor impacts would be less than significant.

4.2 Operations

The Project would remove the existing retail use and develop a 96-unit congregant care facility. The Project would not result in a substantial change in long-term operational population or employment growth that exceeds planned growth projections. As the Project would not conflict with the growth projections in the AQMP, impacts would be less than significant.

Air pollutant emissions associated with Project operations would be generated by the consumption of natural gas and by the operation of on-road vehicles. As shown in **Table 6** and **Table 8**, regional and localized operational emissions associated with the Project would not exceed the SCAQMD daily significance thresholds. In addition, the Project would not result in a CO hotspot, or emit unhealthy levels of TACs and odiferous emissions. Compliance with SCAQMD Rule 1470 would minimize emissions from an emergency generator, if included in the Project design. Therefore, impacts related to Project operational emissions and consistency with applicable air quality management plans, policies, or regulations would be less than significant.

The Project does not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the Project would not create adverse odors affecting a substantial number of people and impacts would be less than significant.

Appendix A
Project Site Plan

ESA

RESEDA ELDCARE CENTER

6616 RESEDA BLV RESEDA CA 91335

NOTES

GENERAL:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS.

2. THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND CONDITIONS AND SHALL CALL TO THE ARCHITECT OR DESIGNER OF ANY QUESTIONS OR CONFLICT FOR RESOLUTION BEFORE PROCEEDING WITH WORK.

3. DO NOT SCALE DRAWINGS. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE SHOWN FROM FACE OF STUD OF EXISTING WALL UNLESS OTHERWISE NOTED.

4. ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. THE DESIGNER SHALL BE NOTIFIED FOR CLARIFICATIONS REQUIRED.

5. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS PER SECTION 303.7

6. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION WITH OTHER TRADES OR SUB - CONTRACTORS AND THEIR WORK TO ENSURE COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.

7. CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY DEVICES, TEMPORARY BARRICADES, SCAFFOLDING, LIGHTING, COVERINGS, FIRE PREVENTION AND OTHER EQUIPMENT TO PROTECT THE SAFETY OF ALL PERSONS ON THE PROPERTY THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS CLEANUP OF THE SITE OF ALL DEBRIS WHETHER CREATED BY HIS WORK OR THE FAILURE OF HIS SUBCONTRACTORS TO CLEAN UP AFTER THEIR WORK.

9. ALL WORK SHALL COMPLY WITH APPLICABLE FEDERAL LAWS, STATE STATUTES, LOCAL ORDINANCES AND REGULATIONS OF AGENCIES HAVING JURISDICTION.

10. CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF PLUMBING, MECHANICAL DUCTS AND ELECTRICAL WORK.

11. INSTALL APPROVED FIRE-RATED DAMPERS WHERE DUCTS PENETRATE FIRE RATED PARTITIONS, CEILING AND FLOOR ASSEMBLIES.

12. GENERAL CONTRACTOR TO ENSURE THAT ALL PARTITIONS ARE ATTACHED OR BRACED TO STRUCTURAL MEMBERS AND/OR SLAB ABOVE AS REQUIRED TO BE SAFE AND SECURE. SUPPORT LATERALLY AND SEISMICALLY AS REQUIRED BY APPLICABLE CODES.

13. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH THE CONSTRUCTION SAFTEY ORDERS AND THE GENERAL INDUSTRIAL SAFTEY ORDERS OF THE STATE DIVISION OF INDUSTRIAL SAFTEY, HEALTH ADMINISTRATIONS AND SUCH OTHER AGENCIES GOVERNING THE CONTRACTORS ACTS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HOLD HARMLESS THE DESIGNER FOR ANY DAMAGES AND / OR PENALTY RESULTING FROM HIS FAILURE TO COMPLY WITH SAID LAWS, STATUTES, ORDINANCES AND REGULATIONS.

15. THE DESIGN ADEQUACY AND SAFTEY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND HAS NOT BEEN CONSIDERED BY THE ARCHITECT.

16. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL SHEAR WALLS, ROOF AND FLOOR DIAPHRAMS AND FINISH MATERIALS. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE ABOVE LISTED MATERIALS.

17. CONTRACTOR TO PROVIDE NECESSARY MEASURES TO DEQUATELY CONNECT PLUMBING LINES TO EXISTING RESIDENTIAL LINES, PROVIDING A MIN. 2% SLOPE AS REQUIRED BY U.P.C. CODES AND GOVERNING CITY, COUNTY AGENCIES.

18. ALL EXTERIOR WALL OPENING, FLASHINGS, COUNTER FLASHINGS, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

19. APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170.158)
(SEPARATE PLUMBING PERMIT IS REQUIRED).

20. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

21. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

22. ALL EXTERIOR WALL OPENING, FLASHINGS, COUNTER FLASHINGS, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

23. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

24. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

25. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)

26. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

27. APPROVED SMOKE ALARMS SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTER BACK UP AND LOW BATTERY SIGNAL. (R314)

28. A SEPARATE PERMIT IS REQUIRED FOR THE FOLLOWING:
a. RETAINING WALLS
b. BLOCK WALLS
c. FIRE SPRINKLER SYSTEM
d. ELECTRICAL WORK
e. MECHANICAL WORK
f. GRADING BACKFILL
g. DEMOLITION WORK

29. A FIRE ALARM SYSTEM IS REQUIRED FOR THIS STRUCTURE. 3 COPIES OF THE SYSTEM PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL, PRIOR TO INSTALLATION.

30. SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING DEPARTMENT PRIOR TO INSTALLATION.

31. AN APPROVED AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED THROUGHOUT THE BUILDING. (BUILDING CODE 903 AND FIRE CODE 903)

32. GRAFFITI RESISTANT FINISH ON GROUND LEVEL WALLS TO BE "IP631 ULTRASHIELD CLEAR" BY DUNN EDWARDS CORPORATION, LARR#25162-T. AND EXTEND 9'-0" MIN. ABOVE FINISHED GRADE.

ENERGY NOTES:

1. THE BUILDING DESIGN MEETS THE REQUIREMENTS OF TITLE 24, PART 2, CHAPTER 2-53.

2. INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDER STATING THAT THE INSTALLATION CONFORMS WITH THE REQUIREMENTS OF TITLE 24, CHAPTER 2-53 AND THAT THE MATERIALS INSTALLED CONFORM WITH THE REQUIREMENTS OF TITLE 20, CHAPTER 2, SUBCHAPTER 4, ARTICLE 3.

3. ALL INSULATION MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH THE CALIFORNIA QUALITY STANDARDS FOR UNSULATING MATERIAL.

4. DOORS AND WINDOWS BETWEEN CONDITIONED AND OUTSIDE OF UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR GAS FURNACES SHALL BE FULLY WEATHERSTRIPPED.

5. MANUFACTURED DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED IN COMPLIANCE WITH THE APPROPRIATE INFILTRATION STANDARDS.

6. CAULK PLUMBING AND ELECTRICAL PENETRATIONS, ALL WINDOWS AND DOOR FRAMES, BETWEEN WALL SOLE PLATES AND FLOORS AND ALL OTHER OPENING IN THE ENVELOPE.

7. A NIGHT SETBACK THERMOSTAT SHALL BE INSTALLED.

8. DUCTS SHALL BE CONSTRUCTED, INSTALLED AND INSULATED PER CHAPTER 10 OF UMC.

9. 25 LUMENS/WATT EFFICIENCY SHALL BE PROVIDED FOR GENERAL LIGHTING IN KITCHENS AND BATHROOMS (FLUORESCENT LIGHTS).

10. ALL OPENINGS (DOORS AND WINDOWS) SHALL BE PROPERLY WEATHER STRIPPED, CERTIFIED AND LABELED.

11. BACKDRAFT DAMPERS FOR ALL EXHAUST AND FAN SYSTEMS SHALL BE PROVIDED.

12. A R-12 EXTERIOR BLANKET SHALL BE PROVIDED FOR HOT WATER HEATER AND SOLAR TANKS.

13. R-3 INSULATION SHALL BE PROVIDED FOR THE FIRST FIVE FEET OF THE WATER HEATER OUTLET PIPE.

14. ALL WATER HEATING AND SPACE CONDITIONING EQUIPMENT, SHOWER HEADS AND FAUCETS SHALL BE C.E.C. CERTIFIED.

15. MASONRY AND FACTORY BUILT FIREPLACES SHALL BE INSTALLED WITH TIGHT FITTING, CLOSEABLE METAL OR GLASS DOORS.

16. ALL STEAM AND STEAM CONDENSATE RETURN PIPING AND ALL CONTINUOUSLY CIRCULATING DOMESTIC HEATING OR HOT WATER PIPING SHALL BE INSULATED AS REQUIRED BY THE PLUMBING DIVISION.

FIRE DEPARTMENT NOTES:

1. VERIFY 5" HIGH ADDRESS # TO BE PLACED NEAR THE ENTRANCE OF THE BUILDING IN ACCORDANCE TO LAMC 57.09.11

2. ROOF CONSTRUCTION SUCH AS TELEVISION ANTENNA GUY WIRES, SOLAR PANELS, AND RAZOR RIBBON SHALL NOT PREVENT FIRE DEPARTMENT ACCESS OR EGRESS IN THE EVENT OF A FIRE.

3. PROVIDE COLLISON BARRIERS ADEQUATE TO PROTECT CONTROL METERS, REGULATORS, AND PIPING FOR HAZARDOUS MATERIALS THAT ARE EXPOSED TO VEHICULAR DAMAGE.

4. CONSPICUOUSLY MARK GAS-SHUT-OFF VALVE

5. PROVIDE A PORTABLE FIRE EXTINGUISHER W/ A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR. ALSO DURING CONSTRUCTION

6. DRAFT STOPS SHALL BE PROVIDED WITHIN ATTICS, MANSARDS, OVERHANGS AND SIMILAR CONCEALED SPACES FORMED OF COMBUSTIBLE CONSTRUCTION

7. AN APPROVED PERMANENT AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR CEILING ASSEMBLY SHALL BE SEALED, LINED OR INSULATED

8. ALL SMOKE DETECTORS TO BE HARD-WIRED

9. PROVIDE EXIT SIGNS AND DIRECTIONAL EXIT SIGNS WITH A MINIMUM OF 6" HIGH BY 3/4" STROKE BLOCK LETTERS ON A CONTRASTING BACKGROUND @ 5 FOOT CANDLE SPACING BETWEEN SIGNS SHALL NOT EXCEED 200 FT. @ 5 FEET CANDLE.

10. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON ADDRESS SIDE OF BUILDING

11. PROVIDE SINGLE STATION SMOKE DETECTOR WITHIN SLEEPING AREAS AND AREAS GIVING ACCESS TO SLEEPING AREA AND ON TOP CENTER OF STAIRS LEADING THERETO.

12. ROOF COVERING SHALL CONFORM WITH TABLE 15-A. (LAMC 91.1501)

13. INTERIOR WALL AND CEILING FINSHES SHALL COMPLY WITH TABLE 8B.

14. EXIT COURT, LESS THAN 10 FEET IN WIDTH, SHALL HAVE A MINIMUM OF ONE-HOUR, FIRE-RESISTIVE CONSTRUCTION FOR A DISTANCE OF 10 FEET ABOVE THE COURT, AND OPENING SHALL BE PROTECTED WITH THREE-FOURTHS HOUR FIRE ASSEMBLIES.

15. DRAFT STOPS ARE REQUIRED ABOVE AND IN LINE WITH WALLS SEPARATING TENANT SPACES FROM EACH OTHER AND FROM OTHER USES.

16. WINDOWS IN 1-HR CORRIDOR SHALL BE LIMITED TO FIXED GLAZING OF 45 MIN FIRE RATING AND SHALL NOT EXCEED 25% OF CORRIDOR / ROOM, COMMON WALL.

17. ALL OPENING IN FLOORS ARE REQUIRED TO BE ENCLOSED BY A SHAFT HAVING WALL, FLOOR, AND CEILING OF 1-HR FIRE RESISTIVE CONSTRUCTION.

18. DRAFT STOPS SHALL BE PROVIDED WITHIN A CONCEALED FLOOR CEILING ASSEMBLIE FORMED OF COMBUSTIBLE CONSTRUCTION

19. PROVIDE A PORTABLE FIRE EXTINGUISHER W/A RATING OF NOT LESS THAN 10BC FOR PARKING GARAGE

20. ENCLOSED USEABLE SPACE UNDER INTERIOR STAIRS REQUIRES 1 HR FIRE RESISTIVE CONSTRUCTION ON ENCLOSED SIDE.

21. PLANS FOR THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.

ARAE CALCULATION:

TYPE OF CONSTRUCTION	FLOOR	OCCUPANCY GROUP	AREA	TOTAL
IA	BASEMENT	R2.1(FLEX ROOM)	332S.F.	13,595S.F.
		S-2(PARKING)	13,263S.F.	
IA	1ST	R2.1(ADMIN)	8,431S.F.	11,219S.F.
		S-2(PARKING)	2,788S.F.	
IA	2ND	R2.1(ASSISTED LIVING)	10,743 S.F.	10,743S.F.
IA	3RD	R2.1(MEMORY CARE)	10,397S.F.	10,397S.F.
IA	4TH	R2.1(MEMORY CARE)	9,526S.F.	9,526S.F.
IIIA	5TH	R2.1(ASSISTED LIVING)	10,163S.F.	10,163S.F.
IIIA	6TH	R2.1(ASSISTED LIVING)	10,320S.F.	10,320S.F.
IIIA	7TH	R2.1(ASSISTED LIVING)	9,277S.F.	9,277S.F.
	TOTAL			69,189S.F.

TOTAL ZONING (R2.1) AREA = 69,189 sqft >26,070 sqft (MAXIMUM ALLOWABLE F.A.R.)
TOTAL BUILDING AREA = [TOTAL ZONING AREA + TOTAL STAIRS AREA] = 69,189 + 2,150= 71,339 SQFT < UNLIMITED (TYPE I-A)

SCHOOL FEE CALCULATION
RESIDENTIAL UNITS + STAIRS + SHAFTS & ELEVATORS + EXTERNAL WALLS
69,189 (RESI UNITES) + 2,150(STAIRS) +1,678 (ELEVATOR) + 1,326 (EXTERNAL WALLS)

TOTAL SCHOOL FEE: 74,343 S.F.

SYMBOL LEGEND

00 — DOOR NUMBER DESIGNATIONS

00 — WINDOW STYLE: LETTER DESIGNATIONS

X / A-XX — SECTION CUT NUMBER / SHT. NO.

A / B / C / D — XX / A-XX — ELEVATION NUMBER / SHT. NO.

XX / A-XX — DETAIL NUMBER / SHT. NO.

%%128 0'- 0" / FIN. FLR. — FLOOR ELEVATION

1 — REVISION NUMBER

PROJECT INFORMATION

PROJECT SITE ADDRESS 6616 N. RESEDA BLVD., RESEDA 91335

LEGAL DESCRIPTION LOT 1
ASSESSOR PARCEL (APN) : 2125013009
LOT: 8
BLOCK : NONE
TRACT: TR 19363
MAP REFERENCE: M B 505-18/20
THOMAS BROTHERS GRID: PAGE 530 - GRID J6

BUILDING CODES
ALL CONSTRUCTION SHALL COMPLY WITH :
- 2020 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE,
- PART 1, TITLE 24 C.C.R.
- 2020 CALIFORNIA BUILDING CODE (CBC), PARTS 1 & 2, TITLE 24 C.C.R.
- 2019 LOS ANGELES BUILDING CODE
- 2019 LOS ANGELES GREEN CODE

PROJECT TYPE:
USE: NEW 7 (1 Floor Admin.+6 Floors of ElderCare) STORY - 96 UNITS ELDERCARE FACILITY
ZONING: [Q]C2-1VL-CDO-RIO
LOT / PARCEL AREA: 17,380.9 SQFT

OCCUPANCY: R-2.1 OCCUPANCY , S-2 OCCUPANCY
TYPE OF CONSTRUCTION: TYPE IA FOR LEVELS 01, 02,03 & 04 + TYPE IIIA FOR LEVELS 05 & 06 & 07

NUMBER OF STORIES: 7
SPRINKLERED: YES, FULLY SPRINKLERED THROUGHOUT NFPA13
FIRE ALARM: FIRE ALARM SHOULD BE PROVIDED THROUGHOUT THE BUILDING
TOTAL PROJECT UNITS: 96 [24x MEMORY CARE + 72x ASSISTED LIVING]
BUILDABLE AREA: 17,380.9 S.F.
ALLOWABLE ZONING FAR: 1.5 : 1
PROPOSED FAR: 3.75 : 1
ALLOWABLE ZONING AREA: 1.5 x 17,380 = 26,070
PROPOSED ZONING AREA: 69,189 S.F.

BUILDING HEIGHT
ALLOWABLE HEIGHT PER ZONING: 45' FOR RESIDENTIAL OR 3 STORIES FOR COMMERCIAL
PROPOSED BUILDING HEIGHT: 63' (FORM ALG)
TRANSITIONAL HEIGHT REQUIRED ENTITLEMENT: YES, RELIEF FROM TRANSITIONAL HEIGHT SUBJECT TO NEW ENTITLEMENT
FIRE ALARM PER NFPA 72: SEE 907-2-9

BUILDING SETBACKS
REQUIRED:
A. FRONT YARD (KITTRIDGE ST.): 0' (C ZONE FRONT YARD)
B. SIDE YARD (RESEDA BLVD.): 10'-0" (SAME AS R-4)
C. SIDE YARD (EAST): 10'-0" (SAME AS R-4)
D. REAR YARD (NORTH): 19'-0" (SAME AS R-4)
PROPOSED:
RELIEF FROM YARD REQUIREMENT SUBJECT TO PROPOSED NEW ENTITLEMENT
A. FRONT YARD (KITTRIDGE ST.): 0'
B. SIDE YARD (RESEDA BLVD.): 0'
C. SIDE YARD (EAST): 5'-0"
D. REAR YARD (NORTH): 16'-6"

LANDSCAPE - RELIEF FROM LANSCAPE SETBACK REQUIREMENT SUBJECT TO PROPOSED NEW ENTITLEMENT
LANDSCAPE SETBACK REQUIRED: 5' ALONG ALL STREET FRONAGES
LANDSCAPE SETBACK PROPOSED: NONE.

PARKING CALCULATIONS
REQUIRED PARKING:
ELDERCARE FACILITY:
1 PER EACH ASSISTED LIVING = 72
0.2 PER MEMORY CARE = 0.2 X 24 = 4.8 ~ 5
TOTAL REQUIRED PARKING: 77

PROVIDED PARKING:
18 COMPACT 22 STANDARDS 3 ACCESSIBLE
TOTAL : 43 PARKING SAPCES

BICYCLE PARKING PROVIDED :8 SPACES

GRADING QUANTITY:
CUT & EXPORT = (14,782 S.F. X 12 FT)/27 = 6,570 C.Y.+(10% SOIL EXPANTION AND FOOTING) = 7,227C.Y.

UNIT MIX
24x MEMORY CARE
72x ASSISTED LIVING
TOTAL : 96 UNITS

OPEN SPACE CALCULATION

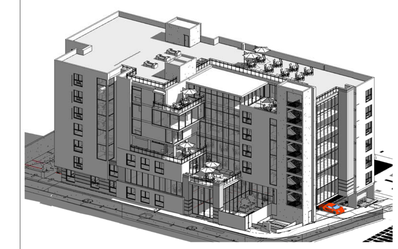
REQUIRED COMMON SPACE - AS PER SEC. 12.21 A.4 (U) (2)

1- REACREATIONAL ROOM : 10 S.F. PER EACH UNIT = 96 (TOTAL NO. OF UNITS) x 10 S.F. = 960 S.F.
2- OPEN SPACE : 50 S.F. PER EACH UNIT = 96 (Total No. OF UNITS) x 100 S.F. = 9,600S.F.
TOTAL COMMON SPACE REQUIRED: 9,600 + 960 = 10,560 S.F.

PROVIDED COMMON SPACE:

LEVEL 1 - COURT YARD : 610 S.F.
LEVEL 3 - OPEN COMMON BALCONY DECK: 550 S.F.
LEVEL 4 - OPEN COMMON BALCONY DECK 875 S.F.
LEVEL 7 - OPEN COMMON BALCONY DECK 715 S.F.
ROOF DECK 8,180 S.F.
TOTAL PROVIDED COMMON SPACE : 10,930 S.F.> 10,560 S.F.

PROJECT DIRECTORY



CLIENTS
TALMIA, LLC
EAE INTERNATIONAL HOLIDAYS, LLC
CAPITAL VETURES ONE, LLC

LAND USE CONSULTANT
LAND USE DEVELOPERS, CORP.
ADDRESS: 7136 HASKELL AVE., #320 VANNUYS, CA 91406
TEL: (213) 457-7178
E: INFO@LANDUSE DEVELOPERS.COM

ARCHITECT
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E:INFO@MALYARCHITECTS.COM

SHEET INDEX

Sheet List - Architecture

TITLE SHEET-MULTI FAMILY	A0.01
SITE SURVEY & BOUNDARY	A1.01
SITE PLAN	A2.01
BASEMENT FLOOR PLAN	A3.01
1 ST FLOOR PLAN	A3.02
2ND FLOOR PLAN	A3.03
3RD FLOOR PLAN	A3.04
4TH FLOOR PLAN	A3.05
5TH FLOOR PLAN	A3.06
6TH FLOOR PLAN	A3.07
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ROOF PLAN	A3.09
3D	A3.10
ELEVATIONS	A4.01
ELEVATION & SECTION	A4.02
SECTIONS	A5.01
SECTION	A5.02
DOORS AND WINDOWS SCHEDULE	A6.01

VICINITY MAP

NORTH

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MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: TITLE SHEET-MULTI FAMILY

APPLICANT AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

ARCHITECT:
FARZIN MALY
7136 Haskell Ave. #320
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Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

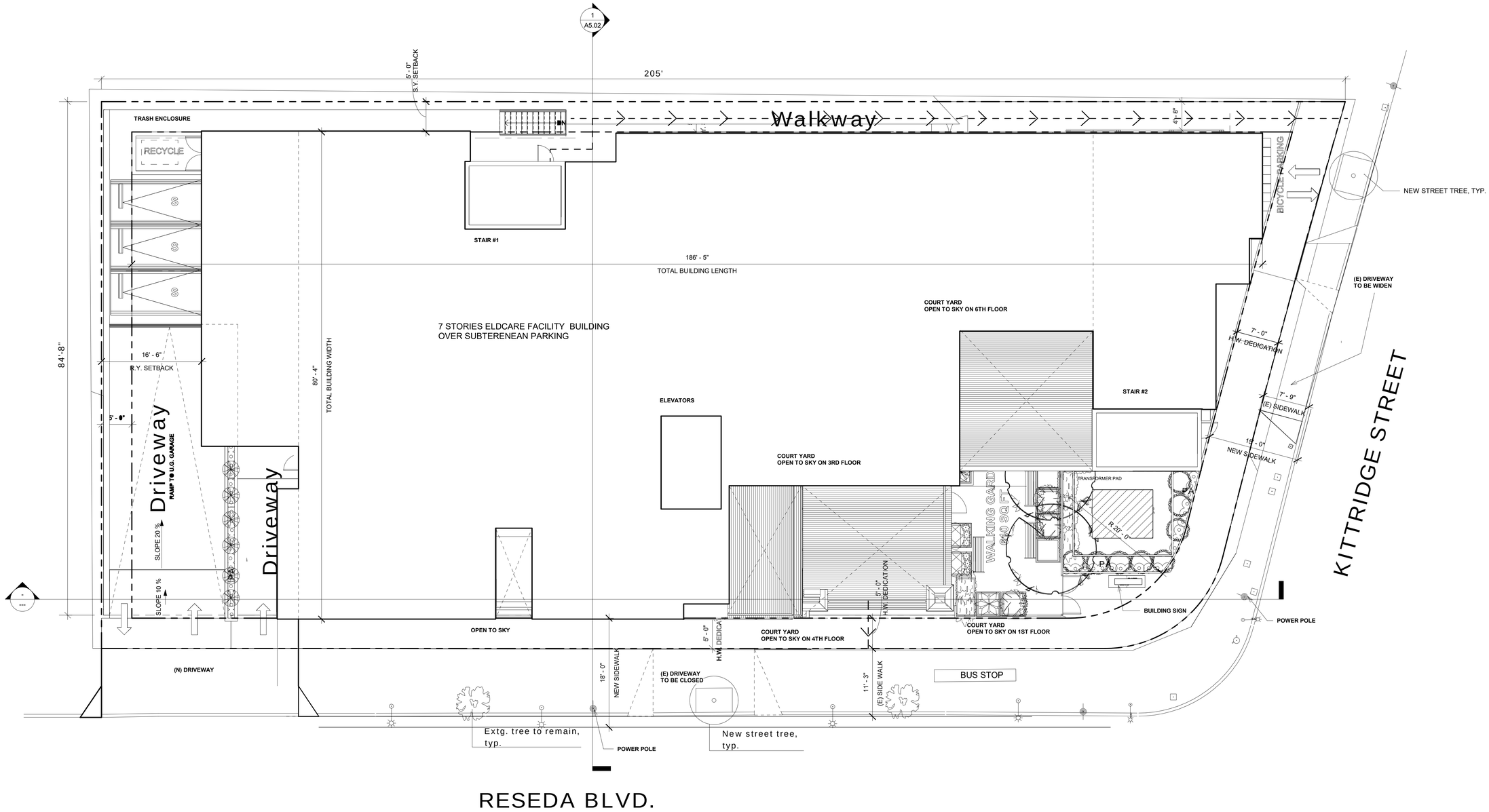
PROJECT NO:

DATE: 7/27/2020 3:35:45 PM

DRAWN BY:

APROVED BY: Approver

SHEET NO: A0.01



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MALY ARCHITECTS INC.

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	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: SITE PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
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Author

APROVED BY:
Approver

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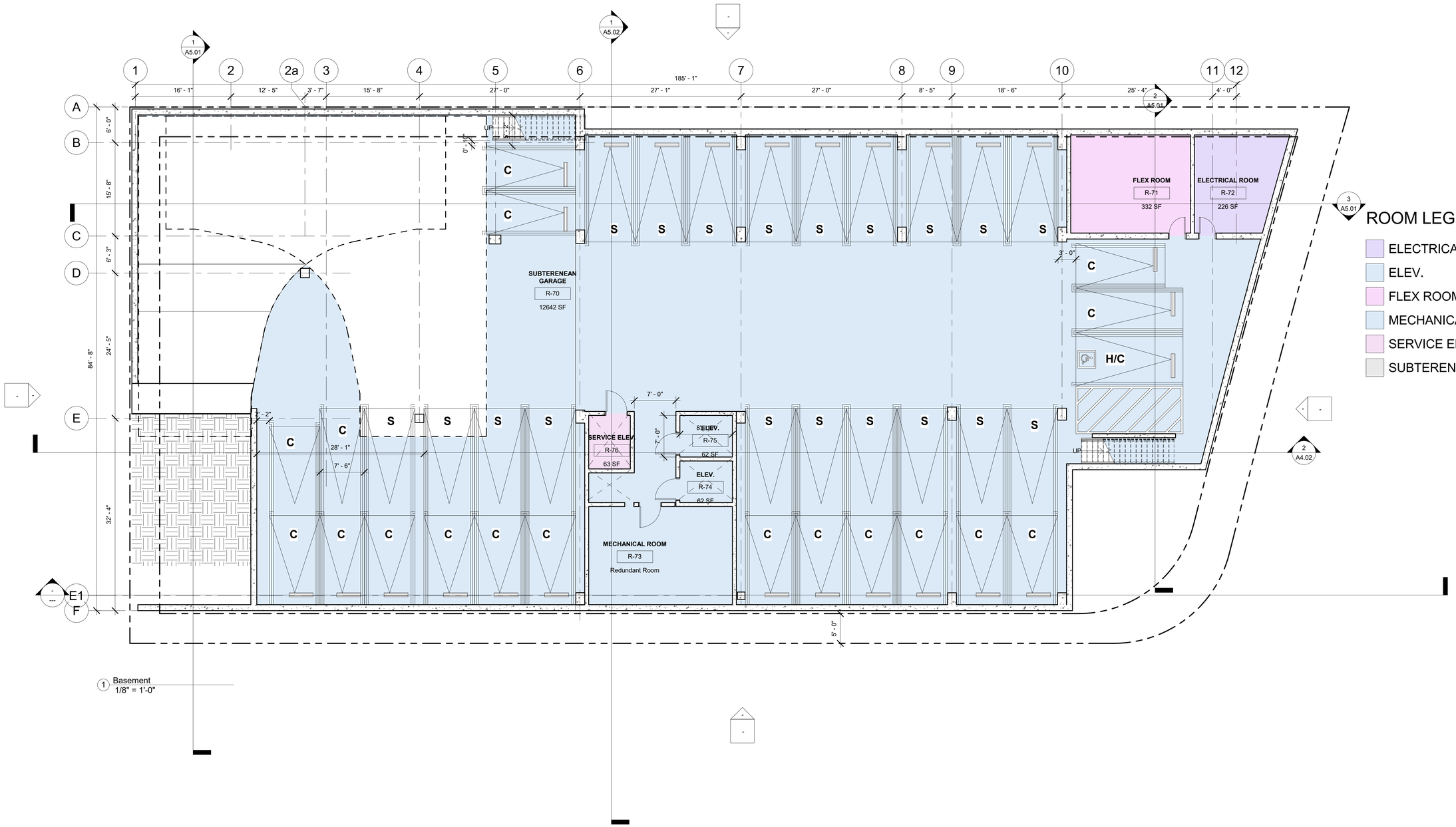
A2.01



ROOM LEGEND

- ELECTRICAL ROOM
- ELEV.
- FLEX ROOM
- MECHANICAL ROOM
- SERVICE ELEV.
- SUBTERENEAN GARAGE

QUANTITY OF GRADING:

(13,600 S.F. x 11') : 27 = 5,540 S.F.

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
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	3	

SHEET TITLE: BASEMENT FLOOR PLAN

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
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A3.01

1 1st Floor Plan
1/8" = 1'-0"

ROOM LEGEND

- BEAUTY SALON
- BISTRO
- CHASE
- CLINIC OFFICE
- CONFERENCE
- COPY ROOM
- DINING ROOM
- ELEV.
- EXAM
- EXECUTIVE OFFICE
- FACULTY KITCHEN
- HOUSE KEEPING
- KITCHEN
- LOBBY
- MARKETING
- MEN
- OFFICE
- OFFICE #3
- OFFICE#1
- OFFICE#2
- PREP.
- RECEPTION
- SERVICE ELEV.
- SERVICE ENTRY
- STAIR #1
- STAIR #2
- Walk in
- WALK IN FREEZER
- WOMEN

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OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 1 ST FLOOR PLAN

ARCHITECT:
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FARZIN MALY
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Author

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A3.02

1 2nd Floor Plan
1/8" = 1'-0"

ASSISTED LIVING

ROOM LEGEND

- 1-BEDROOM
- ACTIVITIES ROOM
- GYM
- LAUNDRY ROOM
- MEN
- MULTI-PURPOSE ACTIVITY ROOM
- NURSE
- Room
- STAIR#1
- STAIR#2
- STORAGE
- STUDIO
- WOMEN

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TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 2ND FLOOR PLAN

ARCHITECT:
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Van Nuys, CA 91406
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LICENSED ARCHITECT
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STATE OF CALIFORNIA

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A3.03

1 3rd Floor
1/8" = 1'-0"

MEMORY CARE

ROOM LEGEND

- 1-BEDROOM
- 2-BEDROOM
- CHASE
- DINING ROOM
- ELEV.
- MEN
- MULTI-PURPOSE ACTIVITY ROOM
- NURSE
- SERVICE ELEV.
- STAIR #1
- STAIR #2
- STORAGE
- STUDIO
- WOMEN

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OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 3RD FLOOR PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
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A3.04

1 4th Floor
1/8" = 1'-0"

ASSISTED LIVING

ROOM LEGEND

- 1-BEDROOM
- 2-BEDROOM
- CHASE
- DINING ROOM
- ELEV.
- MEN
- NURSE
- Room
- SERVICE ELEV.
- STORAGE
- STUDIO
- WOMEN

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OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 4TH FLOOR PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

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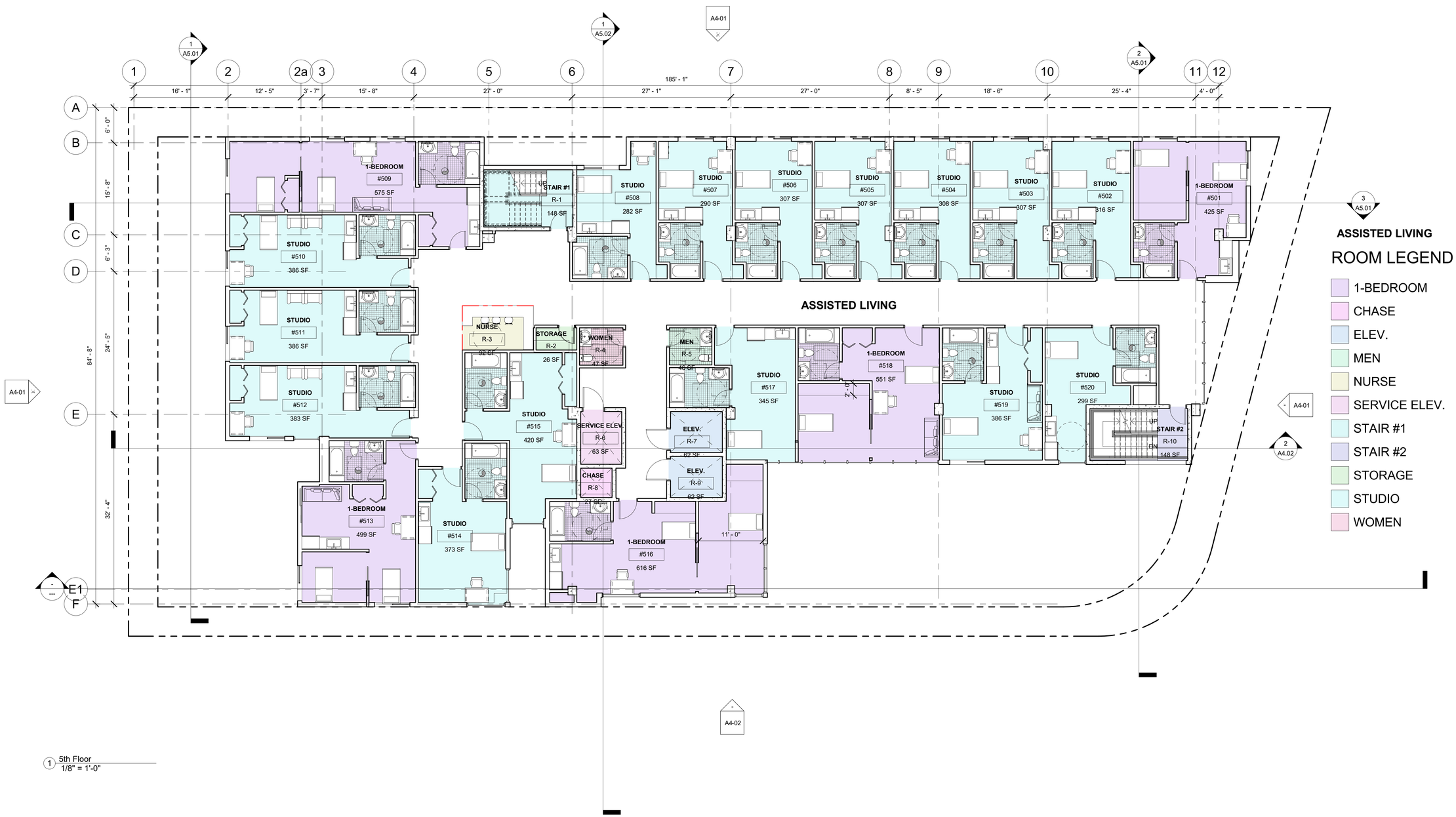
A3.05



1 5th Floor
1/8" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
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	2	
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OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 5TH FLOOR PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

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ASSISTED LIVING

ROOM LEGEND

- 1-BEDROOM
- CHASE
- ELEV.
- MEN
- NURSE
- SERVICE ELEV.
- STAIR #1
- STAIR #2
- STORAGE
- STUDIO
- WOMEN

1 6th Floor
1/8" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: 6TH FLOOR PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
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Author

APROVED BY:
Approver

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1 7th Floor
1/8" = 1'-0"

ASSISTED LIVING

ROOM LEGEND

- 1-BEDROOM
- CHASE
- ELEV.
- NURSE
- Room
- SERVICE ELEV.
- STAIR #1
- STAIR #2
- STORAGE
- STUDIO

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
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SHEET TITLE: 7TH FLOOR PLAN

LICENSED ARCHITECT FARZIN MALY NO. C-33731 05-31-19 RENEWAL DATE STATE OF CALIFORNIA

PROJECT NO:

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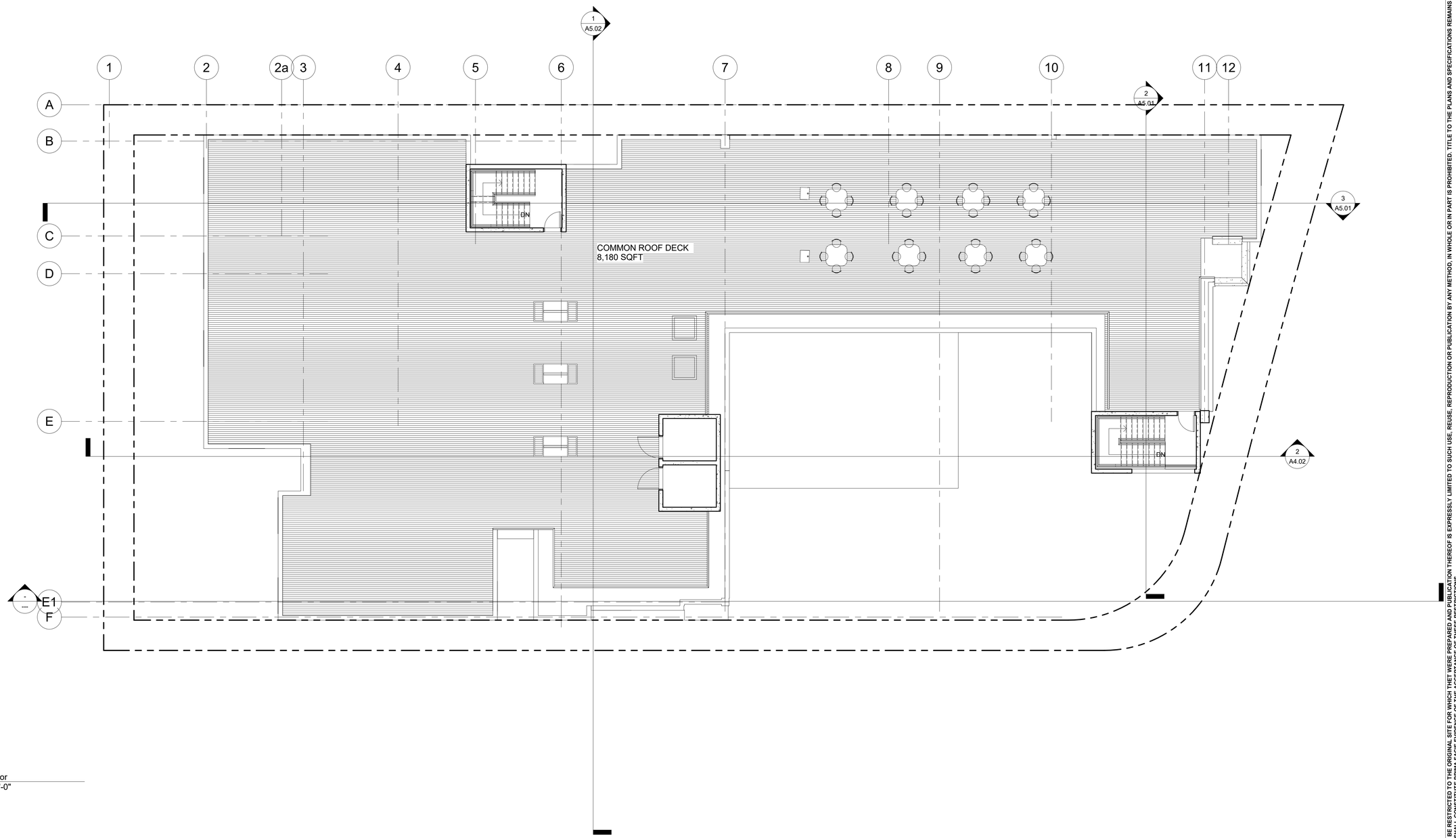

1 Roof Floor
1/8" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: ROOF PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
.

DATE:
7/27/2020 3:36:42 PM

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Author

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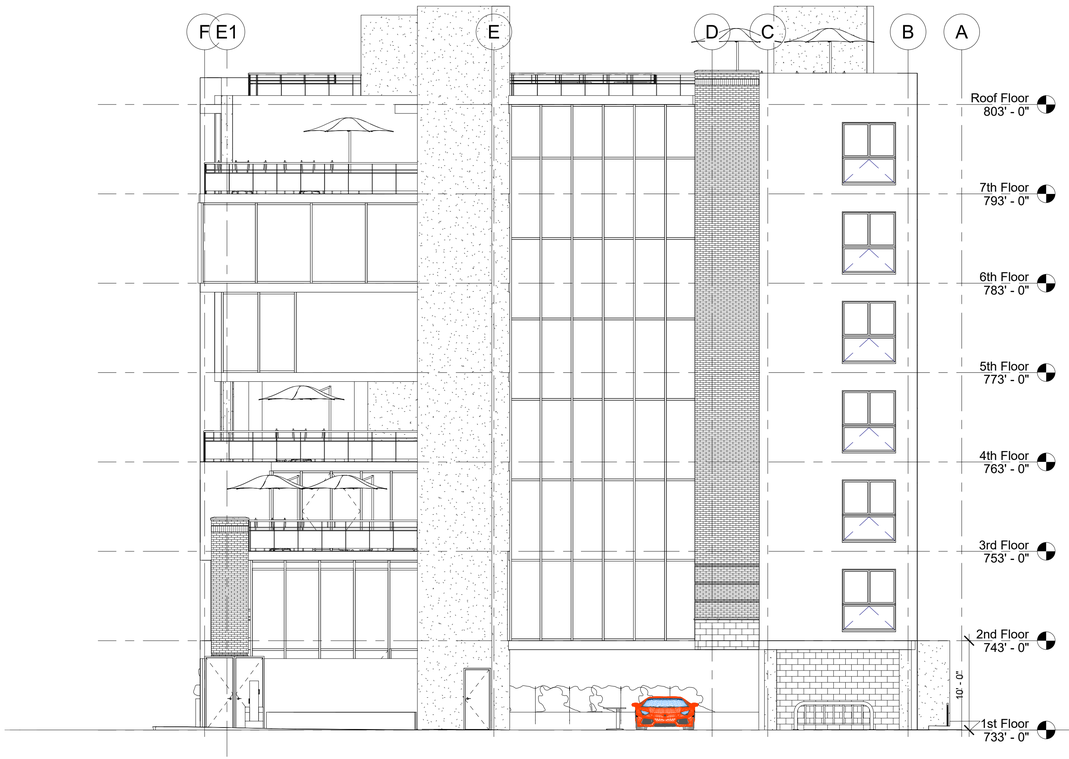
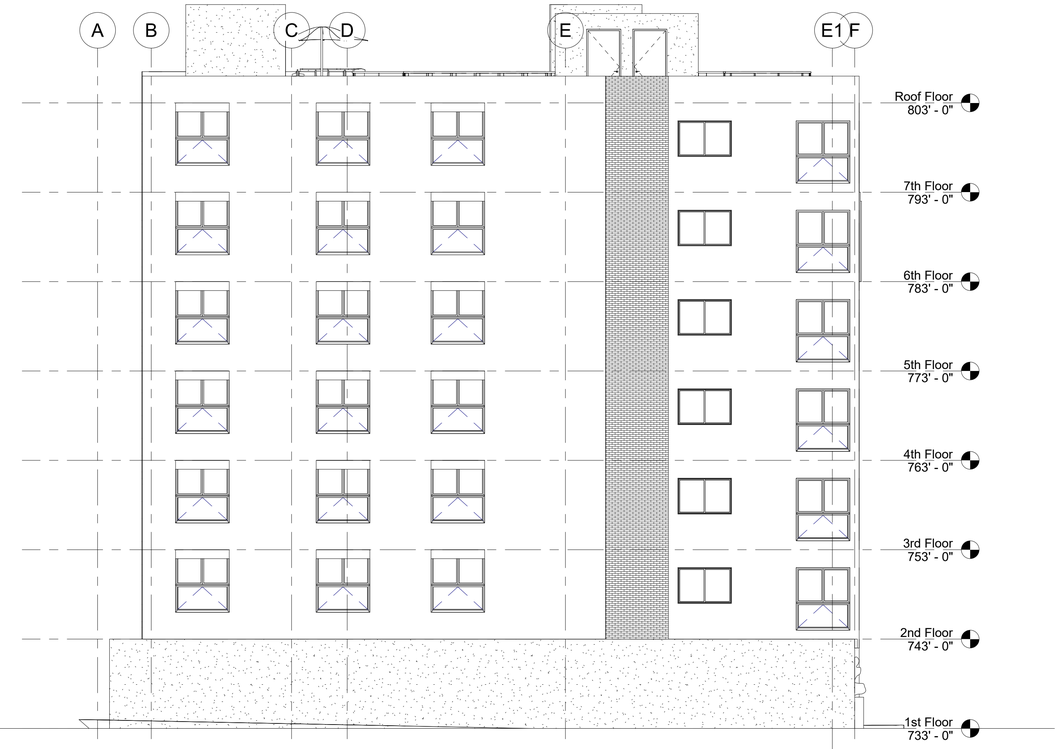
Approver

SHEET NO:
A3.09



1 SOUTH Elevation
1/8" = 1'-0"

WALL SURFACES AND TEXTURES ARE ANTIGRAFFITI



3 NORTH Elevation
1/8" = 1'-0"

2 EAST Elevation
1/8" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: ELEVATIONS

ARCHITECT:
FARZIN MALY
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Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-19
RENEWAL DATE
STATE OF CALIFORNIA

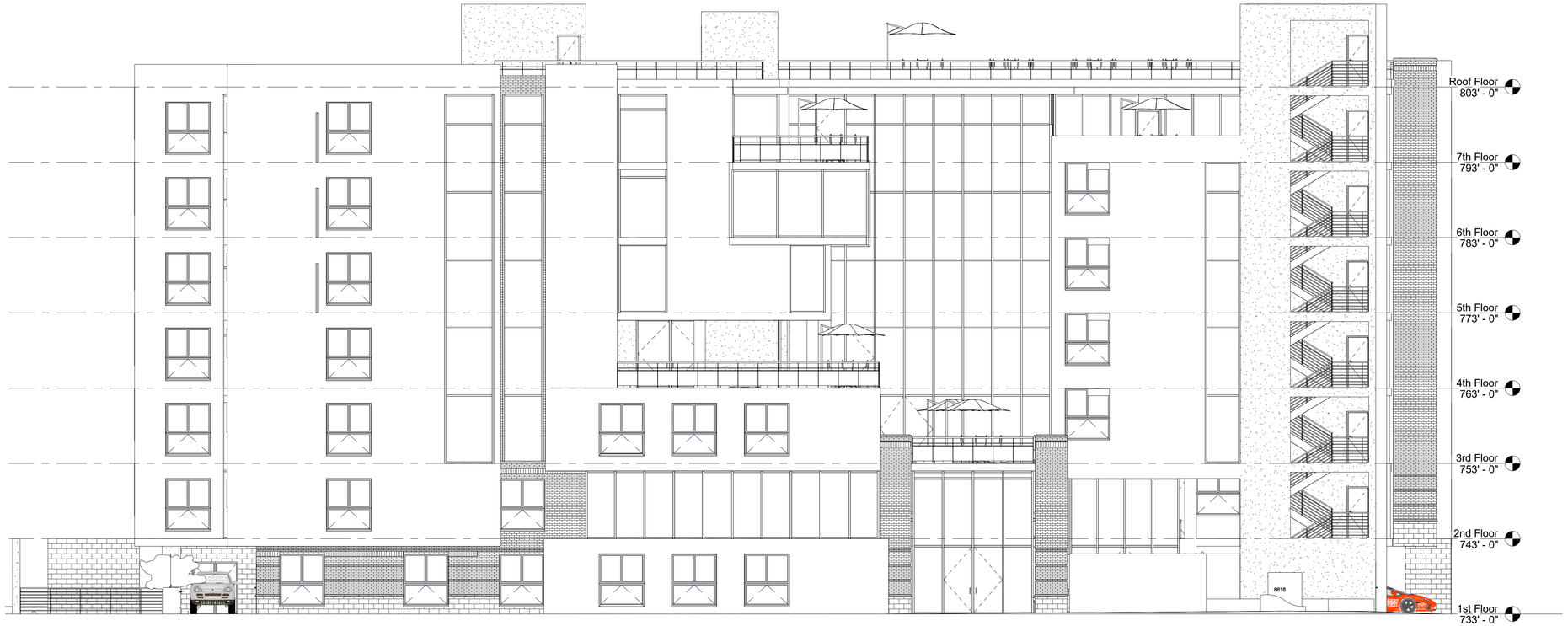
PROJECT NO:

DATE:
7/27/2020 3:37:26 PM

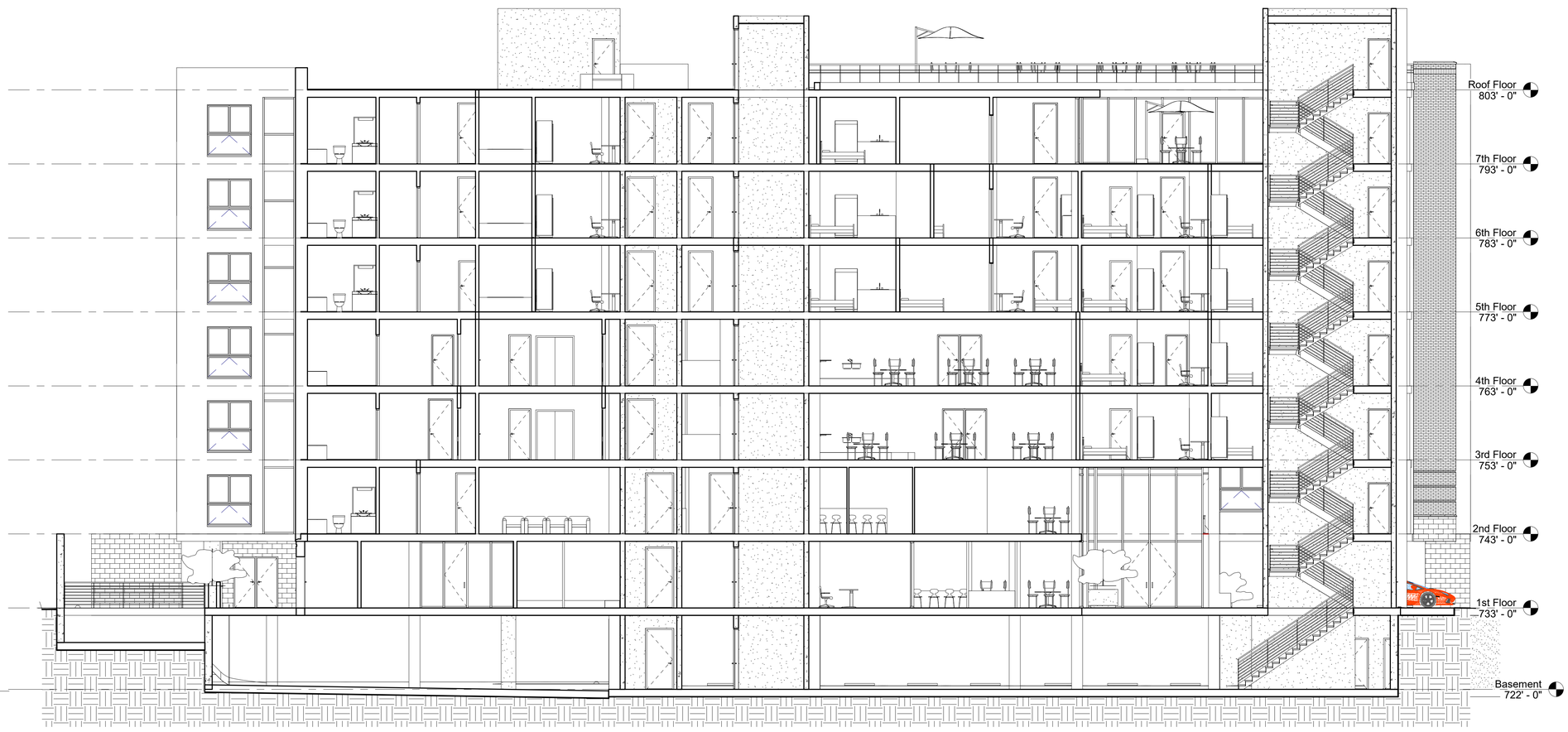
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A4.01



1 WEST Elevation
1/8" = 1'-0"



2 Section 3
1/8" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: ELEVATION & SECTION

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

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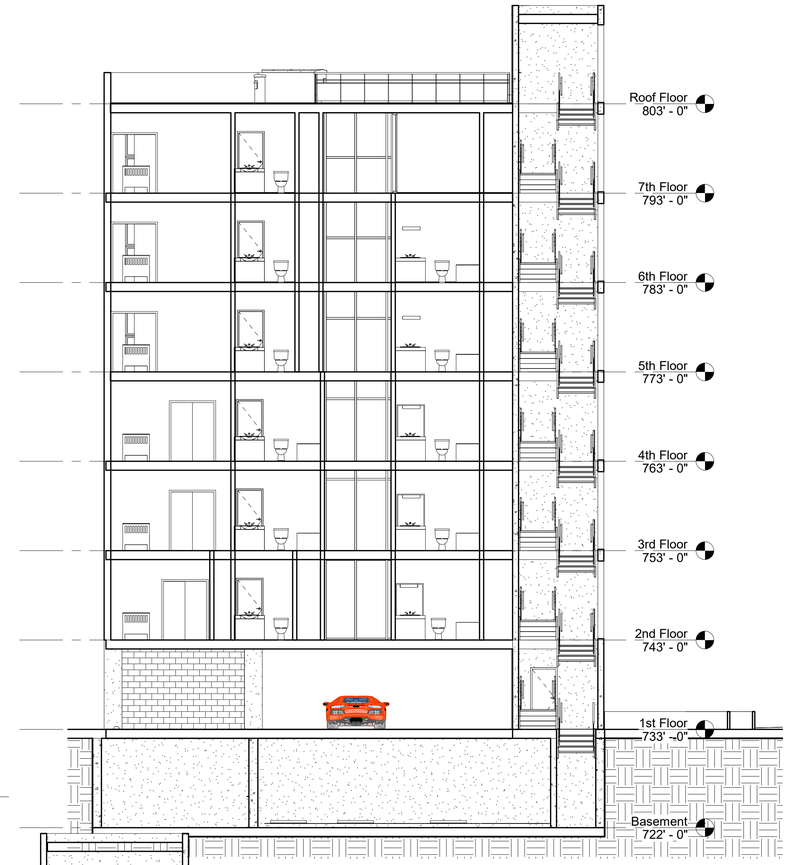
A4.02

1 Section 1
1/8" = 1'-0"



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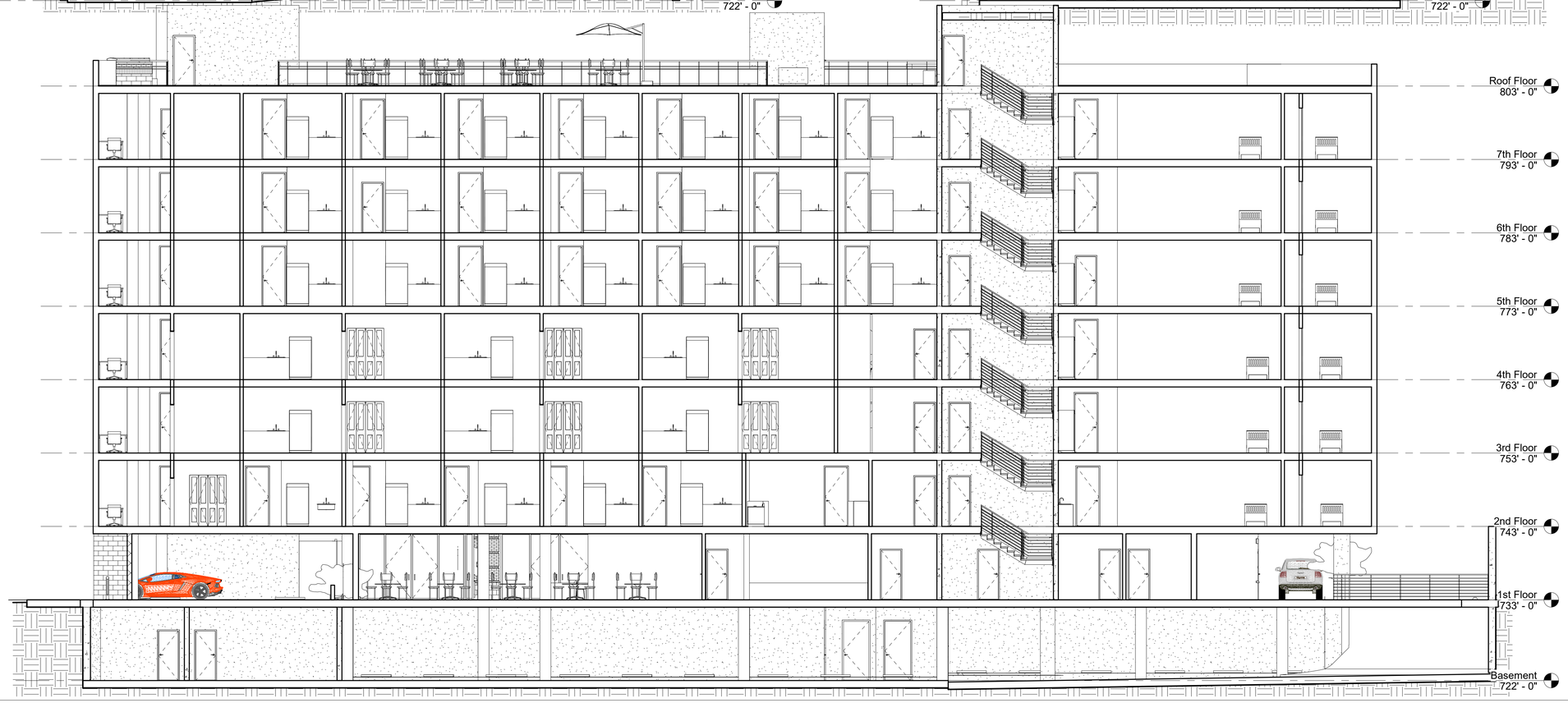
1/8" = 1'-0"



3 Section 4
1/8" = 1'-0"

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OWNER AND PROJECT ADDRESS:
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6616 RESEDA BLV RESEDA CA 91335

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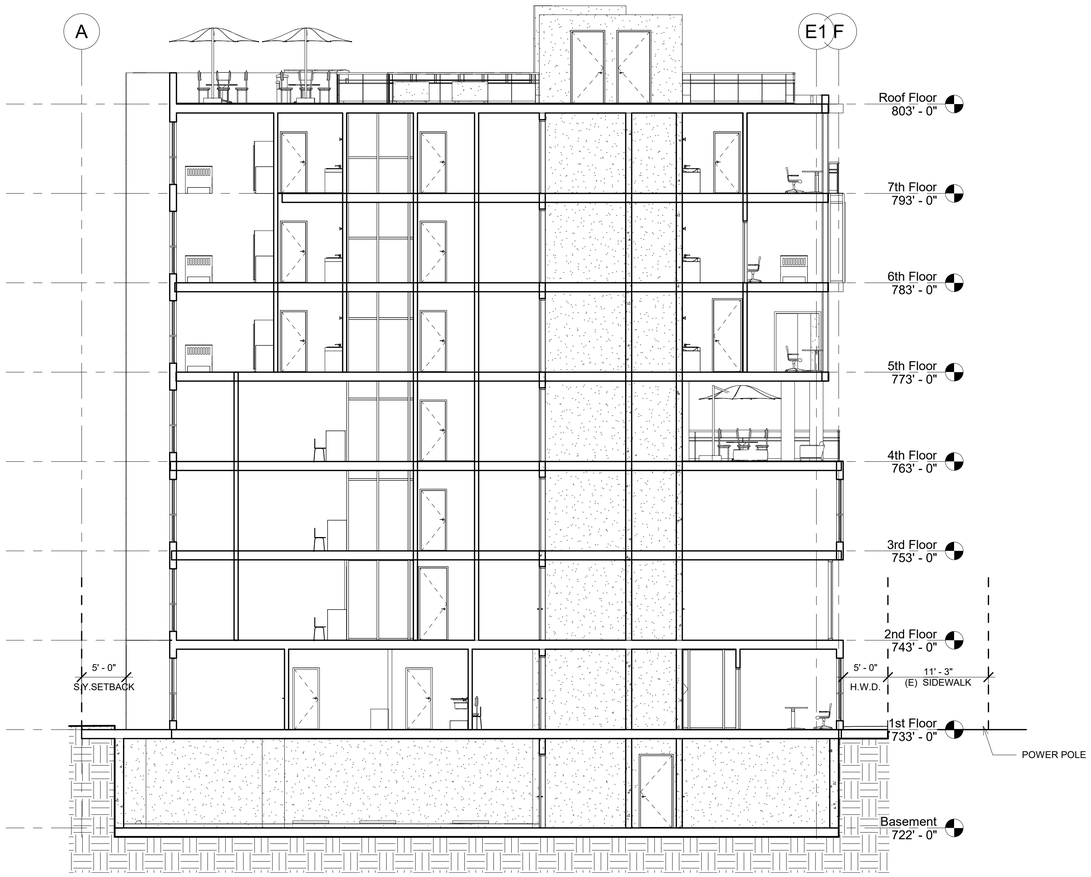
Approver

SHEET NO:
A5.01



1 Section 5
1/8" = 1'-0"

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MALY ARCHITECTS INC.

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6616 RESEDA BLV RESEDA CA 91335

SHEET TITLE: SECTION

ARCHITECT:
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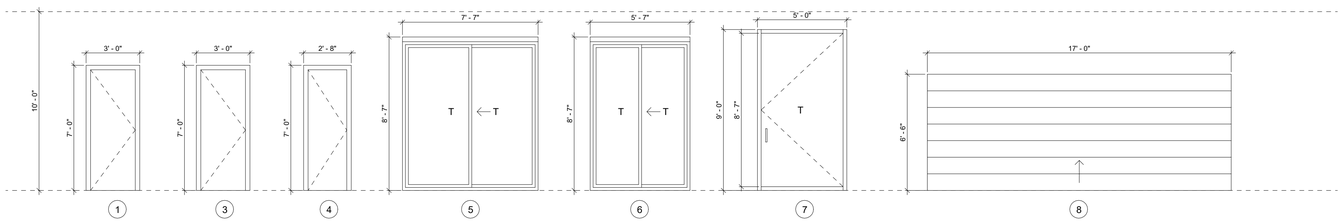
APROVED BY:
Approver

SHEET NO:
A5.02

Door Schedule									
Type Number	Door Type	Quantity	Type	Width	Height	Thickness	Material	Fire Rating	Description
2	Elevator	27		3' - 6"	8' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
3	Unit Door	91		3' - 0"	8' - 0"	0' - 2"		20 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
4	Unit Internal Door	184		2' - 8"	6' - 8"	0' - 2"			
9	Building Main Entrance	21							
14		35		5' - 0"	6' - 8"				
20		61		5' - 0"	7' - 0"	0' - 2"			

NOTE: ALL DOORS SHALL BE SEALED TOP AND BOTTOM, SELECTED BY OWNER, CONTRACTOR INSTALLED.

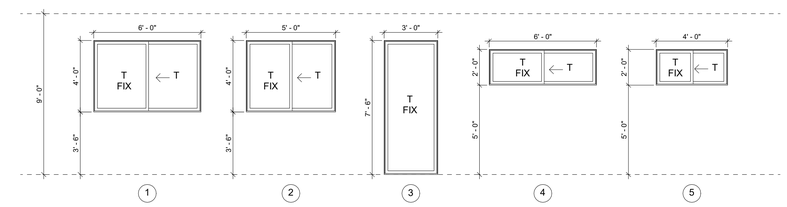
DOOR ELEVATION AND TYPE



Window Schedule							
Number	Type	Count	Model	Width	Height	Type Comments	Description
2	HABITABLE SPACE_6' W x 4' H	6		6' - 0"	4' - 0"		
7	6'-0""W x 5'-0"H 2	118	AP-C60 6200T ISOLOCK	6' - 0"	7' - 0"		Fixed Window over Awning Window

NOTE: ALL NEW WINDOWS SHALL BE DUAL GLAZED ALUM. FRAME WINDOWS U=0.87 MIN., SELECTED BY OWNER, CONTRACTOR INSTALLED. WINDOWS SHALL MEET EGRESS REQUIREMENTS SECTION (CBC 310.4).

WINDOW ELEVATION AND TYPE

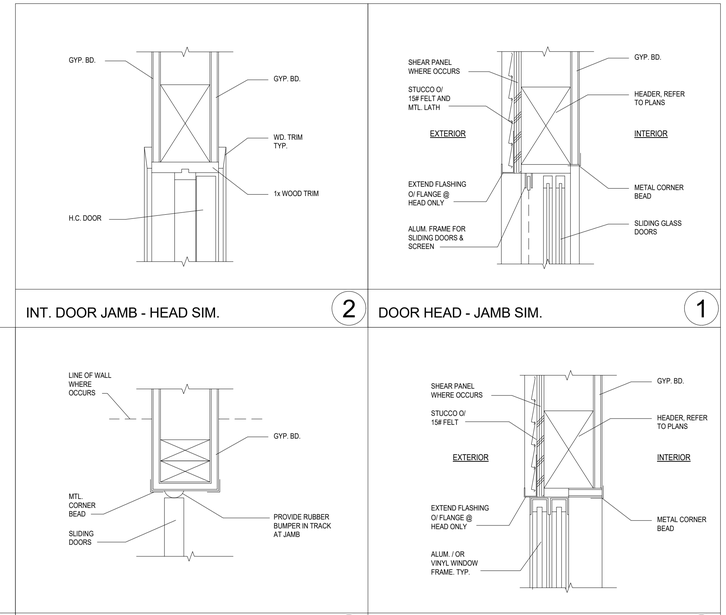


DOOR AND WINDOW NOTES

1. ALL GLASS WITHIN 18" OF THE FINISHED FLOOR SHALL BE FULLY TEMPERED.
2. ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL BE PROVIDED WITH A MINIMUM CLEAR OPENING OF 5.7 SQUARE FEET WITH THE MINIMUM NET WIDTH DIMENSION OF THE OPENING NOT LESS THAN 20'. WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE. THEY SHALL HAVE A FINISHED SILL HEIGHT OF NOT MORE THAN 44" ABOVE THE ADJACENT FINISHED FLOOR.
3. ALL EXTERIOR DOORS AND WINDOWS SHALL COMPLY WITH THE BUILDING CODE SECURITY REQUIREMENTS AS ADOPTED BY THE LOCAL BUILDING DEPARTMENT AND SPECIFIED ELSEWHERE ON THIS SHEET.
4. FRENCH DOORS AND WINDOWS USED AS A MEANS TO PROVIDE MINIMUM VENTILATION REQUIREMENTS SHALL BE OPEN-ABLE AND SHALL BE PROVIDED WITH SCREENS UNLESS NOTED OTHERWISE ON THE PLANS AND SPECIFICATIONS. ALL SUCH DOORS AND WINDOWS SHALL BE EQUIPPED WITH A MECHANICAL HOLD OPEN DEVICE.
5. CONTRACTOR SHALL VERIFY EXACT ROUGH OPENING HEIGHT AND WIDTH OF ALL DOORS AND WINDOWS WITH DOOR AND WINDOW MANUFACTURER PRIOR TO START OF ROUGH FRAMING.
6. ROUGH FRAMING SUB-CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL FRAMING NAILERS AND FILLERS AS REQUIRED FOR THE PROPER INSTALLATION OF ALL DOORS AND WINDOWS.
7. UNLESS NOTED OTHERWISE, ALL PANEL TYPE DOORS SHALL BE SELECTED BY OWNER AND INSTALLED BY CONTRACTOR.
8. WINDOW UNITS SHALL BE FULLY ASSEMBLED PER MANUFACTURER SPECIFICATIONS AND SHALL BE HINGED AS INDICATED ON EXTERIOR ELEVATIONS AND/OR PLANS. WINDOW UNITS SHALL BE DELIVERED TO THE JOB SITE WITH ALL HARDWARE SUCH AS OPERATORS, CRANK, OPERATOR ARM, LOCK, ETC.
9. OWNER SHALL PROVIDE ALL NECESSARY HARDWARE NOT INCLUDED IN MANUFACTURED UNIT CONTRACTOR TO INSTALL ALL HARDWARE.
10. ALL DOOR HARDWARE SHALL BE PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR.
11. ALL DOOR UNITS AND THEIR RESPECTIVE FRAMES SHALL BE PAINT GRADE.
12. ALL EXTERIOR SWING DOORS TO BE SUPPLIED WITH MILL FINISHED EXTRUDED BRONZE PEMKO THRESHOLDS 114 B OR 145 B/ WITH 24 GAG.1, SHEET METAL DRAIN PAN. THRESHOLDS TO BE POLISHED TO REMOVE MILL MARKINGS. PEMKO SPRING BRONZE WEATHER STRIPPING @ HEAD AND JAMBS.
13. CAULK ALL INTERIOR/ EXTERIOR PLASTER JOINTS.
14. ALL GLAZING ON DOORS AND WINDOWS TO BE DBL GLAZE 'LOW E' INSULATED GLASS.
15. ALL EXTERIOR DOOR DETAILING TO MATCH WINDOW DET ON SHEET. ALL EXTERIOR DOORS TO HAVE 24 GA.G.1., SHEET METAL DRAIN PAN. PEMKO SPRING BRONZE WEATHERSTRIPPING @ HEAD & JAMBS.

SECURITY NOTES

1. ALL EXTERIOR DOOR AND WINDOW OPENINGS ARE SECURITY OPENINGS, AND ALL NOTES SHALL APPLY.
2. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/4" THICK MINIMUM AND SHALL BE OF SOLID CORE CONSTRUCTION.
3. HOLLOW CORE DOORS OR DOORS LESS THAN 1 3/4" IN THICKNESS SHALL BE COVERED ON THE INSIDE FACE WITH 16 GAUGE SHEET METAL ATTACHED WITH SCREWS AT 6" O/C AROUND THE PERIMETER, OR EQUIVALENT.
4. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK, WHEN THE DOOR IS IN THE CLOSED POSITION. SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS, WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSION.
5. GLASS DOORS SHALL HAVE FULLY TEMPERED GLASS COMPLYING WITH SECTION 91.1711 (D) OF THE LOS ANGELES CITY BUILDING CODE.
6. DOORSTOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB.
7. THE STRIKE PLATE FOR LATCHES AND THE HOLDING DEVICE FOR PROJECTION DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NOT LESS THAN 2 1/1" IN LENGTH.
8. ALL PIN-TYPE HINGES WHICH ARE ACCESSIBLE FROM OUTSIDE THE SECURED AREA WHEN THE DOOR IS CLOSED SHALL HAVE NON-REMOVABLE HINGE PINS. IN ADDITION THEY SHALL HAVE MINIMUM ¼" DIAMETER STEEL JAMB STUD WITH ¼" MINIMUM PROJECTION UNLESS THE HINGES ARE SHAPED TO PREVENT REMOVAL OF THE DOOR IF THE HINGE PINS ARE REMOVED.
9. DEAD BOLTS SHALL HAVE HARDENED INSERTS; PROVIDE DEADLOCKING LATCH KEY OPERATED LOCKS ON THE EXTERIOR; LOCKS SHALL BE OPENABLE WITH OUR KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT FROM THE INTERIOR.
10. STRAIGHT DEAD BOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8".
11. A HOOK SHAPED OR AN EXPANDING-LUG DEAD BOLT SHALL HAVE A MINIMUM THROW OF ¾".
12. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDERS LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
13. SLIDING GLASS DOORS AND WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTIONS 91.6731 AND 91.6732.
14. SLIDING GLASS DOORS AND WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
15. SCREENS, BARRICADES, OR FENCES MADE OF MATERIAL WHICH PRECLUDES HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8' OF A UTILITY POLE OR SIMILAR STRUCTURE.
16. PROVIDE SAFETY GLAZING IN THE FOLLOWING LOCATIONS PER SECTION 2406.4 UBC 1994 EDITION: SLIDING OR SWINGING DOORS TUB AND/OR SHOWER ENCLOSURES AND GLAZING IN WALLS LESS THAN 60" ABOVE THE STANDING SURFACE OF TUBS OR SHOWERS. GLAZING WITHIN A 24" ARC OF A DOOR.



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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: DOORS AND WINDOWS SCHEDULE

OWNER AND PROJECT ADDRESS:
TALMIA LLC
6616 RESEDA BLV RESEDA CA 91335

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
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DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A6.01

Appendix B

Existing Site Air Quality Emissions Calculation Worksheets

ESA

By searching on LoopNet, you agree to the LoopNet T

This Retail Property is Off-Market.

6616 Reseda Blvd

N/A

Reseda, CA 91335 · Retail For Sale

Create Report · Print

Get Financing

Retail Property For Sale

Price	N/A	Cap Rate	4%
Building Size	2,960 SF	Occupancy	100%
Property Type	Retail	No. Stories	1
Property Sub-type	Street Retail	Tenancy	Single
Additional Sub-types	Free Standing Bldg Vehicle Related Retail (Other)	Year Built	1964
Property Use Type		Lot Size	17,380 SF

Net Lease Investment with 3 years left on lease

By searching on LoopNet, you agree to the LoopNet T

Commission Split	2%	**APN / Parcel ID**	2125-013-009

Listing ID: 19811345 **Date Created:** 06/02/2016 **Last Updated:** 08/23/2016

Description

This is a life time hard to find opportunity to own a well located free standing commercial/retail/automotive property on one of the busiest street in heart of san fernando valley with tremendous upside potential!!!
Highlights
*Prim corner zoned LAC2 site with good 2 sides access & ample street parking
*Next to park, Reseda High school, church and right across from recent Approved six-story Mix-Use project which already started.
*Great development potential to build strip center, Units / Condos, mix- use retail / Apartment, Senior Living Housing or just leave it the way it is for Auto repair&body shop, Auto sales&parts and many other options related to auto industry.
*Income generated from single tenant plus billboard with increase while getting permit & Plan approved.
*Enviromental Report is done and cleared and available upon request.

Reseda Blvd & Kettridge St , Between Victory & Vanowen

Highlights

- *Prim corner zoned LAC2 site with good 2 sides access & ample street parking
- *Next to park, Reseda High school, church and right across from recent Approved six-story Mix-Use project

- *Great development potential to build strip center, Units / Condos, mix- use retail / Apartment, Senior Living Housing
- *Income generated from single tenant and plus billboard with increase until 2019 while getting permit & Plan approved.
- *Enviromental Report is done and cleared and available upon request.

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Major Tenant Information

Tenant
The Anchor
Billboard

Traffic

Collection Street	Cross Street	Traffic Vol	Year	Distance
Kittridge St	W Kittridge St	3,874	2011	0.08 mi
Reseda Blvd	W Kittridge St	29,822	2017	0.10 mi
Reseda Blvd	Victory Blvd	22,205	2017	0.15 mi
Vanowen St	Canby Ave	30,580	2017	0.24 mi
Victory Blvd	Canby Ave	33,115	2017	0.26 mi

Not exactly what you're looking for? Start a new custom search to find the perfect property

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6616 Reseda - Existing Conditions

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.63	1000sqft	0.08	3,625.00	0
Parking Lot	10.80	1000sqft	0.25	10,800.00	0
Automobile Care Center	2.96	1000sqft	0.07	2,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	755	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: LADWP, 2017 Power Strategic Long-Term Resource Plan, Table C-1; SB-100 CA Renewables Portfolio Standard Program: Emissions of GHGs, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180

Land Use - Automobile Care Center land use type used as a surrogate in CalEEMod for the existing boating supplies and maintenance retail facility.

Construction Phase - Existing Operational Emissions Run - No Construction

Vehicle Trips - Estimated using EMFAC2017 and City VMT Calculator Tool (508 VMT = 2.96 * 11.45 * 15).

Energy Use - Using Historical Data

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tblVehicleEF	HHD	8.4000e-005	5.9309e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.4500e-004	1.7747e-003
tblVehicleEF	HHD	0.10	2.6830e-006
tblVehicleEF	HHD	0.70	0.03
tblVehicleEF	HHD	0.10	0.09
tblVehicleEF	HHD	0.10	4.4667e-007
tblVehicleEF	HHD	1.96	5.37
tblVehicleEF	HHD	1.06	0.76
tblVehicleEF	HHD	3.04	9.0047e-003
tblVehicleEF	HHD	4,930.61	1,120.47
tblVehicleEF	HHD	1,655.23	1,531.38
tblVehicleEF	HHD	9.85	0.09

tblVehicleEF	HHD	23.20	6.16
tblVehicleEF	HHD	4.15	4.21
tblVehicleEF	HHD	19.68	1.79
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.7000e-005	2.1559e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	8.9000e-005	1.9942e-006
tblVehicleEF	HHD	1.8700e-004	1.4432e-005
tblVehicleEF	HHD	5.3560e-003	3.6287e-004
tblVehicleEF	HHD	0.63	0.47
tblVehicleEF	HHD	1.3200e-004	9.8546e-006
tblVehicleEF	HHD	0.14	0.14
tblVehicleEF	HHD	4.3800e-004	1.7655e-003
tblVehicleEF	HHD	0.09	2.3541e-006
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4900e-004	8.9058e-007
tblVehicleEF	HHD	1.8700e-004	1.4432e-005
tblVehicleEF	HHD	5.3560e-003	3.6287e-004
tblVehicleEF	HHD	0.74	0.54
tblVehicleEF	HHD	1.3200e-004	9.8546e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.3800e-004	1.7655e-003
tblVehicleEF	HHD	0.10	2.5774e-006

tblVehicleEF	HHD	0.80	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.10	4.6976e-007
tblVehicleEF	HHD	3.71	5.74
tblVehicleEF	HHD	1.05	0.76
tblVehicleEF	HHD	3.22	9.5464e-003
tblVehicleEF	HHD	4,278.02	1,118.52
tblVehicleEF	HHD	1,655.23	1,531.38
tblVehicleEF	HHD	9.85	0.09
tblVehicleEF	HHD	21.49	6.47
tblVehicleEF	HHD	4.32	4.37
tblVehicleEF	HHD	19.70	1.79
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.7000e-005	2.1559e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	8.9000e-005	1.9942e-006
tblVehicleEF	HHD	1.1700e-004	9.2695e-006
tblVehicleEF	HHD	5.6970e-003	4.0976e-004
tblVehicleEF	HHD	0.72	0.43
tblVehicleEF	HHD	8.4000e-005	6.0706e-006
tblVehicleEF	HHD	0.14	0.14
tblVehicleEF	HHD	4.7900e-004	1.8772e-003
tblVehicleEF	HHD	0.09	2.4672e-006
tblVehicleEF	HHD	0.04	0.01

tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.5200e-004	8.9908e-007
tblVehicleEF	HHD	1.1700e-004	9.2695e-006
tblVehicleEF	HHD	5.6970e-003	4.0976e-004
tblVehicleEF	HHD	0.85	0.49
tblVehicleEF	HHD	8.4000e-005	6.0706e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.7900e-004	1.8772e-003
tblVehicleEF	HHD	0.10	2.7013e-006
tblVehicleEF	LDA	5.7960e-003	3.6439e-003
tblVehicleEF	LDA	6.7470e-003	0.06
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.35	2.22
tblVehicleEF	LDA	286.24	281.51
tblVehicleEF	LDA	61.06	56.36
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.23

tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDA	2.8680e-003	2.7877e-003
tblVehicleEF	LDA	6.3400e-004	5.5773e-004
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.10	0.29
tblVehicleEF	LDA	6.1900e-003	3.9168e-003
tblVehicleEF	LDA	5.9710e-003	0.05
tblVehicleEF	LDA	0.78	0.91
tblVehicleEF	LDA	1.16	1.89
tblVehicleEF	LDA	301.11	295.66
tblVehicleEF	LDA	61.06	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.07	0.46
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.38
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22

tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	3.0170e-003	2.9279e-003
tblVehicleEF	LDA	6.3000e-004	5.5159e-004
tblVehicleEF	LDA	0.07	0.46
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.38
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.26
tblVehicleEF	LDA	5.6810e-003	3.5693e-003
tblVehicleEF	LDA	6.8840e-003	0.06
tblVehicleEF	LDA	0.68	0.79
tblVehicleEF	LDA	1.39	2.28
tblVehicleEF	LDA	281.64	277.08
tblVehicleEF	LDA	61.06	56.47
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.05	0.26

tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDA	2.8210e-003	2.7439e-003
tblVehicleEF	LDA	6.3400e-004	5.5885e-004
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.10	0.30
tblVehicleEF	LDT1	0.02	9.4839e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.81	1.75
tblVehicleEF	LDT1	3.42	2.46
tblVehicleEF	LDT1	349.35	331.46
tblVehicleEF	LDT1	73.36	67.29
tblVehicleEF	LDT1	0.17	0.15
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.15	0.74
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.59
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.83

tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT1	3.5170e-003	3.2808e-003
tblVehicleEF	LDT1	7.9400e-004	6.6594e-004
tblVehicleEF	LDT1	0.15	0.74
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.59
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.19	0.83
tblVehicleEF	LDT1	0.26	0.49
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.97	1.93
tblVehicleEF	LDT1	2.90	2.09
tblVehicleEF	LDT1	366.18	345.77
tblVehicleEF	LDT1	73.36	66.53
tblVehicleEF	LDT1	0.15	0.13
tblVehicleEF	LDT1	0.19	0.29
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.24	1.18
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.18	0.88
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.18	0.77

tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.6880e-003	3.4225e-003
tblVehicleEF	LDT1	7.8500e-004	6.5837e-004
tblVehicleEF	LDT1	0.24	1.18
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.18	0.88
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.18	0.77
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.02	9.3109e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.75	1.70
tblVehicleEF	LDT1	3.51	2.53
tblVehicleEF	LDT1	344.03	326.91
tblVehicleEF	LDT1	73.36	67.43
tblVehicleEF	LDT1	0.17	0.15
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.15	0.75
tblVehicleEF	LDT1	0.35	0.28
tblVehicleEF	LDT1	0.12	0.57
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.98

tblVehicleEF	LDT1	0.25	0.46
tblVehicleEF	LDT1	3.4630e-003	3.2357e-003
tblVehicleEF	LDT1	7.9600e-004	6.6731e-004
tblVehicleEF	LDT1	0.15	0.75
tblVehicleEF	LDT1	0.35	0.28
tblVehicleEF	LDT1	0.12	0.57
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.98
tblVehicleEF	LDT1	0.27	0.50
tblVehicleEF	LDT2	7.7240e-003	5.7338e-003
tblVehicleEF	LDT2	8.2210e-003	0.08
tblVehicleEF	LDT2	0.91	1.16
tblVehicleEF	LDT2	1.67	2.85
tblVehicleEF	LDT2	395.29	361.47
tblVehicleEF	LDT2	83.56	73.87
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.14	0.34
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
tblVehicleEF	LDT2	0.05	0.39
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44

tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.9600e-003	3.5801e-003
tblVehicleEF	LDT2	8.6400e-004	7.3103e-004
tblVehicleEF	LDT2	0.05	0.39
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.41
tblVehicleEF	LDT2	8.2360e-003	6.1404e-003
tblVehicleEF	LDT2	7.2820e-003	0.07
tblVehicleEF	LDT2	1.01	1.28
tblVehicleEF	LDT2	1.43	2.43
tblVehicleEF	LDT2	415.00	375.75
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tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.13	0.32
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
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tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.07	0.55
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.41

tblVehicleEF	LDT2	0.10	0.33
tblVehicleEF	LDT2	4.1590e-003	3.7215e-003
tblVehicleEF	LDT2	8.6000e-004	7.2299e-004
tblVehicleEF	LDT2	0.08	0.62
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.07	0.55
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.11	0.36
tblVehicleEF	LDT2	7.5750e-003	5.6213e-003
tblVehicleEF	LDT2	8.3860e-003	0.08
tblVehicleEF	LDT2	0.88	1.12
tblVehicleEF	LDT2	1.71	2.93
tblVehicleEF	LDT2	389.08	356.92
tblVehicleEF	LDT2	83.56	74.02
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.51

tblVehicleEF	LDT2	0.11	0.38
tblVehicleEF	LDT2	3.8980e-003	3.5351e-003
tblVehicleEF	LDT2	8.6500e-004	7.3252e-004
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.12	0.42
tblVehicleEF	LHD1	6.1720e-003	5.8817e-003
tblVehicleEF	LHD1	0.01	6.7552e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	1.02	0.85
tblVehicleEF	LHD1	3.03	1.20
tblVehicleEF	LHD1	8.99	9.09
tblVehicleEF	LHD1	619.15	707.08
tblVehicleEF	LHD1	34.64	12.81
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.40	0.87
tblVehicleEF	LHD1	1.10	0.36
tblVehicleEF	LHD1	8.3700e-004	7.3831e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9370e-003	9.6122e-003
tblVehicleEF	LHD1	0.01	6.7936e-003
tblVehicleEF	LHD1	1.1070e-003	3.0835e-004
tblVehicleEF	LHD1	8.0100e-004	7.0637e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4840e-003	2.4030e-003
tblVehicleEF	LHD1	0.01	6.4666e-003

tblVehicleEF	LHD1	1.0190e-003	2.8391e-004
tblVehicleEF	LHD1	3.3650e-003	0.04
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9510e-003	0.02
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.32	0.59
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	9.0000e-005	8.8350e-005
tblVehicleEF	LHD1	6.0900e-003	6.6818e-003
tblVehicleEF	LHD1	4.0400e-004	1.2675e-004
tblVehicleEF	LHD1	3.3650e-003	0.04
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9510e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.59
tblVehicleEF	LHD1	0.34	0.10
tblVehicleEF	LHD1	6.1720e-003	5.8948e-003
tblVehicleEF	LHD1	0.01	6.8828e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	1.03	0.86
tblVehicleEF	LHD1	2.89	1.14
tblVehicleEF	LHD1	8.99	9.09
tblVehicleEF	LHD1	619.15	707.10
tblVehicleEF	LHD1	34.64	12.71
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.32	0.81
tblVehicleEF	LHD1	1.06	0.35

tblVehicleEF	LHD1	8.3700e-004	7.3831e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9370e-003	9.6122e-003
tblVehicleEF	LHD1	0.01	6.7936e-003
tblVehicleEF	LHD1	1.1070e-003	3.0835e-004
tblVehicleEF	LHD1	8.0100e-004	7.0637e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4840e-003	2.4030e-003
tblVehicleEF	LHD1	0.01	6.4666e-003
tblVehicleEF	LHD1	1.0190e-003	2.8391e-004
tblVehicleEF	LHD1	5.1720e-003	0.07
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.9320e-003	0.04
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tblVehicleEF	LHD1	0.31	0.58
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tblVehicleEF	LHD1	6.0900e-003	6.6820e-003
tblVehicleEF	LHD1	4.0100e-004	1.2579e-004
tblVehicleEF	LHD1	5.1720e-003	0.07
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tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.9320e-003	0.04
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tblVehicleEF	LHD1	0.31	0.58
tblVehicleEF	LHD1	0.32	0.10
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tblVehicleEF	LHD1	0.01	6.7279e-003
tblVehicleEF	LHD1	0.02	0.02

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tblVehicleEF	LHD1	619.15	707.07
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tblVehicleEF	LHD1	0.01	6.7936e-003
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tblVehicleEF	LHD1	1.9600e-003	0.02
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.64
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	9.0000e-005	8.8350e-005
tblVehicleEF	LHD1	6.0900e-003	6.6818e-003
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tblVehicleEF	LHD1	3.5560e-003	0.05

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tblVehicleEF	LHD1	1.9600e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.64
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tblVehicleEF	LHD2	5.5860e-003	4.7023e-003
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tblVehicleEF	LHD2	1.57	0.82
tblVehicleEF	LHD2	13.71	13.75
tblVehicleEF	LHD2	630.43	718.69
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tblVehicleEF	LHD2	2.6390e-003	2.6175e-003
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tblVehicleEF	LHD2	0.05	0.06

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tblVehicleEF	LHD2	8.5000e-004	0.02
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.10	0.38
tblVehicleEF	LHD2	0.15	0.06
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tblVehicleEF	LHD2	8.5000e-004	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.38
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tblVehicleEF	LHD2	1.01	1.04
tblVehicleEF	LHD2	0.62	0.24
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tblVehicleEF	LHD2	0.05	0.06
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tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.37
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tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	0.46	0.57
tblVehicleEF	LHD2	1.58	0.82

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tblVehicleEF	LHD2	630.43	718.69
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tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	5.2500e-004	1.7139e-004
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tblVehicleEF	LHD2	2.6390e-003	2.6175e-003
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tblVehicleEF	LHD2	0.15	0.06
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tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
tblVehicleEF	MCY	3.9490e-003	3.3391e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
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tblVehicleEF	MCY	0.69	1.42
tblVehicleEF	MCY	2.51	2.53
tblVehicleEF	MCY	0.65	2.13
tblVehicleEF	MCY	2.08	1.84
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tblVehicleEF	MCY	6.7500e-004	5.9901e-004
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tblVehicleEF	MCY	0.69	0.72
tblVehicleEF	MCY	0.69	1.42

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tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
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tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
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tblVehicleEF	MCY	0.79	0.82
tblVehicleEF	MCY	1.21	2.46
tblVehicleEF	MCY	2.45	2.46
tblVehicleEF	MCY	0.62	2.01
tblVehicleEF	MCY	1.85	1.63
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tblVehicleEF	MCY	6.5500e-004	5.8079e-004
tblVehicleEF	MCY	1.90	3.86
tblVehicleEF	MCY	0.79	0.82
tblVehicleEF	MCY	1.21	2.46

tblVehicleEF	MCY	3.03	3.04
tblVehicleEF	MCY	0.62	2.01
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.50	0.37
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.39	19.68
tblVehicleEF	MCY	9.69	8.55
tblVehicleEF	MCY	181.99	219.04
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tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
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tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
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tblVehicleEF	MCY	2.11	1.87
tblVehicleEF	MCY	2.2120e-003	2.1676e-003
tblVehicleEF	MCY	6.7700e-004	6.0106e-004
tblVehicleEF	MCY	1.27	2.58
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tblVehicleEF	MCY	0.68	1.40

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tblVehicleEF	MDV	1.65	1.49
tblVehicleEF	MDV	3.14	3.45
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tblVehicleEF	MDV	0.29	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
tblVehicleEF	MDV	2.3570e-003	2.0799e-003
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tblVehicleEF	MDV	0.08	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.10	0.47
tblVehicleEF	MDV	0.25	0.49
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tblVehicleEF	MDV	0.08	0.44
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.08	0.44

tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.10	0.47
tblVehicleEF	MDV	0.27	0.53
tblVehicleEF	MDV	0.02	8.6153e-003
tblVehicleEF	MDV	0.02	0.09
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tblVehicleEF	MDV	556.04	458.39
tblVehicleEF	MDV	110.43	89.12
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.27	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
tblVehicleEF	MDV	2.3570e-003	2.0799e-003
tblVehicleEF	MDV	0.12	0.71
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.11	0.66
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.22	0.43
tblVehicleEF	MDV	5.5770e-003	4.5332e-003
tblVehicleEF	MDV	1.1520e-003	8.8191e-004
tblVehicleEF	MDV	0.12	0.71
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.11	0.66

tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.24	0.47
tblVehicleEF	MDV	0.01	7.9891e-003
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tblVehicleEF	MDV	1.60	1.45
tblVehicleEF	MDV	3.21	3.54
tblVehicleEF	MDV	521.73	438.08
tblVehicleEF	MDV	110.43	90.29
tblVehicleEF	MDV	0.18	0.14
tblVehicleEF	MDV	0.30	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
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tblVehicleEF	MDV	0.07	0.42
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tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.25	0.50
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tblVehicleEF	MDV	1.1610e-003	8.9352e-004
tblVehicleEF	MDV	0.07	0.42
tblVehicleEF	MDV	0.19	0.17
tblVehicleEF	MDV	0.07	0.43

tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.28	0.54
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	3.23	1.76
tblVehicleEF	MH	6.74	2.29
tblVehicleEF	MH	1,112.22	1,528.08
tblVehicleEF	MH	61.81	20.03
tblVehicleEF	MH	1.39	1.38
tblVehicleEF	MH	0.88	0.24
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
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tblVehicleEF	MH	0.08	0.07
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tblVehicleEF	MH	0.02	1.67
tblVehicleEF	MH	0.41	0.11
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tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.49	0.42

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tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	7.0200e-004	4.8524e-005
tblVehicleEF	SBUS	0.01	6.1763e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7040e-003	2.6797e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.4500e-004	4.4616e-005
tblVehicleEF	SBUS	3.8020e-003	1.1224e-003
tblVehicleEF	SBUS	0.03	9.8000e-003
tblVehicleEF	SBUS	0.94	0.32
tblVehicleEF	SBUS	1.7580e-003	5.3138e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.42	0.04
tblVehicleEF	SBUS	0.01	3.2726e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5200e-004	5.4498e-005
tblVehicleEF	SBUS	3.8020e-003	1.1224e-003
tblVehicleEF	SBUS	0.03	9.8000e-003
tblVehicleEF	SBUS	1.35	0.46
tblVehicleEF	SBUS	1.7580e-003	5.3138e-004
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.46	0.04
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.06	0.01
tblVehicleEF	UBUS	11.69	38.44
tblVehicleEF	UBUS	10.50	0.97
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.92

tblVehicleEF	UBUS	10.04	1.54
tblVehicleEF	UBUS	15.25	0.12
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	5.1320e-003	8.4624e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8290e-003	6.5436e-004
tblVehicleEF	UBUS	0.88	0.14
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.79	0.06
tblVehicleEF	UBUS	9.8470e-003	2.3968e-003
tblVehicleEF	UBUS	1.2130e-003	1.1798e-004
tblVehicleEF	UBUS	5.1320e-003	8.4624e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8290e-003	6.5436e-004
tblVehicleEF	UBUS	3.69	6.22
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.87	0.07
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	11.75	38.44
tblVehicleEF	UBUS	9.09	0.85
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.72

tblVehicleEF	UBUS	9.46	1.54
tblVehicleEF	UBUS	15.19	0.11
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	7.5260e-003	1.2515e-003
tblVehicleEF	UBUS	0.09	0.01
tblVehicleEF	UBUS	4.1940e-003	9.4757e-004
tblVehicleEF	UBUS	0.88	0.14
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.73	0.06
tblVehicleEF	UBUS	9.8480e-003	2.3968e-003
tblVehicleEF	UBUS	1.1890e-003	1.1596e-004
tblVehicleEF	UBUS	7.5260e-003	1.2515e-003
tblVehicleEF	UBUS	0.09	0.01
tblVehicleEF	UBUS	4.1940e-003	9.4757e-004
tblVehicleEF	UBUS	3.70	6.22
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.79	0.06
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	11.68	38.44
tblVehicleEF	UBUS	10.68	0.98
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.95

tblVehicleEF	UBUS	9.85	1.54
tblVehicleEF	UBUS	15.26	0.12
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	5.8280e-003	8.3439e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0140e-003	6.2920e-004
tblVehicleEF	UBUS	0.87	0.14
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.80	0.06
tblVehicleEF	UBUS	9.8470e-003	2.3968e-003
tblVehicleEF	UBUS	1.2160e-003	1.1829e-004
tblVehicleEF	UBUS	5.8280e-003	8.3439e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0140e-003	6.2920e-004
tblVehicleEF	UBUS	3.69	6.22
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.88	0.07
tblVehicleTrips	CC_TL	8.40	15.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	ST_TR	23.72	11.45
tblVehicleTrips	SU_TR	11.88	11.45
tblVehicleTrips	WD_TR	23.72	11.45

2.0 Emissions Summary

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Energy	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Mobile	0.1750	0.3262	1.5628	4.3900e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		452.2290	452.2290	0.0246		452.8432
Total	**0.2492**	**0.3420**	**1.5778**	**4.4800e-003**	**0.3920**	**7.2200e-003**	**0.3992**	**0.1047**	**6.8800e-003**	**0.1116**		**471.1234**	**471.1234**	**0.0249**	**3.5000e-004**	**471.8501**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Energy	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Mobile	0.1750	0.3262	1.5628	4.3900e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		452.2290	452.2290	0.0246		452.8432
Total	**0.2492**	**0.3420**	**1.5778**	**4.4800e-003**	**0.3920**	**7.2200e-003**	**0.3992**	**0.1047**	**6.8800e-003**	**0.1116**		**471.1234**	**471.1234**	**0.0249**	**3.5000e-004**	**471.8501**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1750	0.3262	1.5628	4.3900e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		452.2290	452.2290	0.0246		452.8432
Unmitigated	0.1750	0.3262	1.5628	4.3900e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		452.2290	452.2290	0.0246		452.8432

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	33.89	33.89	33.89	185,050	185,050
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	33.89	33.89	33.89	185,050	185,050

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.00	15.00	0.00	0.00	100.00	0.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983
Other Non-Asphalt Surfaces	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983
Parking Lot	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983

5.0 Energy Detail

Historical Energy Use: Y

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	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
NaturalGas Unmitigated	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	160.57	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.7300e-003**	**0.0157**	**0.0132**	**9.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**		**18.8906**	**18.8906**	**3.6000e-004**	**3.5000e-004**	**19.0028**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.16057	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.7300e-003**	**0.0157**	**0.0132**	**9.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**		**18.8906**	**18.8906**	**3.6000e-004**	**3.5000e-004**	**19.0028**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Unmitigated	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Total	**0.0725**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8100e-003**	**3.8100e-003**	**1.0000e-005**		**4.0600e-003**

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	8.6200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Total	**0.0725**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8100e-003**	**3.8100e-003**	**1.0000e-005**		**4.0600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

6616 Reseda - Existing Conditions

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.63	1000sqft	0.08	3,625.00	0
Parking Lot	10.80	1000sqft	0.25	10,800.00	0
Automobile Care Center	2.96	1000sqft	0.07	2,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	755	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: LADWP, 2017 Power Strategic Long-Term Resource Plan, Table C-1; SB-100 CA Renewables Portfolio Standard Program: Emissions of GHGs, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180

Land Use - Automobile Care Center land use type used as a surrogate in CalEEMod for the existing boating supplies and maintenance retail facility.

Construction Phase - Existing Operational Emissions Run - No Construction

Vehicle Trips - Estimated using EMFAC2017 and City VMT Calculator Tool (508 VMT = 2.96 * 11.45 * 15).

Energy Use - Using Historical Data

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	LDA	0.55	0.56
tblFleetMix	LDA	0.55	0.56
tblFleetMix	LDA	0.55	0.56
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.8710e-003	5.8950e-003
tblFleetMix	LHD2	5.8710e-003	5.8950e-003
tblFleetMix	LHD2	5.8710e-003	5.8950e-003
tblFleetMix	MCY	4.7260e-003	4.2413e-003
tblFleetMix	MCY	4.7260e-003	4.2413e-003
tblFleetMix	MCY	4.7260e-003	4.2413e-003
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	9.5500e-004	9.8334e-004
tblFleetMix	MH	9.5500e-004	9.8334e-004
tblFleetMix	MH	9.5500e-004	9.8334e-004
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02

tblFleetMix	MHD	0.02	0.02
tblFleetMix	OBUS	2.0270e-003	1.2242e-003
tblFleetMix	OBUS	2.0270e-003	1.2242e-003
tblFleetMix	OBUS	2.0270e-003	1.2242e-003
tblFleetMix	SBUS	7.0400e-004	6.4541e-004
tblFleetMix	SBUS	7.0400e-004	6.4541e-004
tblFleetMix	SBUS	7.0400e-004	6.4541e-004
tblFleetMix	UBUS	1.9320e-003	1.4659e-003
tblFleetMix	UBUS	1.9320e-003	1.4659e-003
tblFleetMix	UBUS	1.9320e-003	1.4659e-003
tblLandUse	LandUseSquareFeet	3,630.00	3,625.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	755
tblVehicleEF	HHD	0.74	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.10	4.6629e-007
tblVehicleEF	HHD	2.70	5.53
tblVehicleEF	HHD	1.05	0.76
tblVehicleEF	HHD	3.20	9.4864e-003
tblVehicleEF	HHD	4,656.52	1,119.65
tblVehicleEF	HHD	1,655.23	1,531.38
tblVehicleEF	HHD	9.85	0.09
tblVehicleEF	HHD	22.48	6.29
tblVehicleEF	HHD	4.39	4.45
tblVehicleEF	HHD	19.69	1.79
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.7000e-005	2.1559e-006
tblVehicleEF	HHD	0.02	0.01

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	8.9000e-005	1.9942e-006
tblVehicleEF	HHD	1.1700e-004	8.7614e-006
tblVehicleEF	HHD	5.1550e-003	3.5026e-004
tblVehicleEF	HHD	0.67	0.45
tblVehicleEF	HHD	8.4000e-005	5.9309e-006
tblVehicleEF	HHD	0.14	0.14
tblVehicleEF	HHD	4.4500e-004	1.7747e-003
tblVehicleEF	HHD	0.09	2.4505e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.5200e-004	8.9814e-007
tblVehicleEF	HHD	1.1700e-004	8.7614e-006
tblVehicleEF	HHD	5.1550e-003	3.5026e-004
tblVehicleEF	HHD	0.79	0.52
tblVehicleEF	HHD	8.4000e-005	5.9309e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.4500e-004	1.7747e-003
tblVehicleEF	HHD	0.10	2.6830e-006
tblVehicleEF	HHD	0.70	0.03
tblVehicleEF	HHD	0.10	0.09
tblVehicleEF	HHD	0.10	4.4667e-007
tblVehicleEF	HHD	1.96	5.37
tblVehicleEF	HHD	1.06	0.76
tblVehicleEF	HHD	3.04	9.0047e-003
tblVehicleEF	HHD	4,930.61	1,120.47
tblVehicleEF	HHD	1,655.23	1,531.38
tblVehicleEF	HHD	9.85	0.09

tblVehicleEF	HHD	23.20	6.16
tblVehicleEF	HHD	4.15	4.21
tblVehicleEF	HHD	19.68	1.79
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.7000e-005	2.1559e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	8.9000e-005	1.9942e-006
tblVehicleEF	HHD	1.8700e-004	1.4432e-005
tblVehicleEF	HHD	5.3560e-003	3.6287e-004
tblVehicleEF	HHD	0.63	0.47
tblVehicleEF	HHD	1.3200e-004	9.8546e-006
tblVehicleEF	HHD	0.14	0.14
tblVehicleEF	HHD	4.3800e-004	1.7655e-003
tblVehicleEF	HHD	0.09	2.3541e-006
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4900e-004	8.9058e-007
tblVehicleEF	HHD	1.8700e-004	1.4432e-005
tblVehicleEF	HHD	5.3560e-003	3.6287e-004
tblVehicleEF	HHD	0.74	0.54
tblVehicleEF	HHD	1.3200e-004	9.8546e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.3800e-004	1.7655e-003
tblVehicleEF	HHD	0.10	2.5774e-006

tblVehicleEF	HHD	0.80	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.10	4.6976e-007
tblVehicleEF	HHD	3.71	5.74
tblVehicleEF	HHD	1.05	0.76
tblVehicleEF	HHD	3.22	9.5464e-003
tblVehicleEF	HHD	4,278.02	1,118.52
tblVehicleEF	HHD	1,655.23	1,531.38
tblVehicleEF	HHD	9.85	0.09
tblVehicleEF	HHD	21.49	6.47
tblVehicleEF	HHD	4.32	4.37
tblVehicleEF	HHD	19.70	1.79
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.7000e-005	2.1559e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	8.9000e-005	1.9942e-006
tblVehicleEF	HHD	1.1700e-004	9.2695e-006
tblVehicleEF	HHD	5.6970e-003	4.0976e-004
tblVehicleEF	HHD	0.72	0.43
tblVehicleEF	HHD	8.4000e-005	6.0706e-006
tblVehicleEF	HHD	0.14	0.14
tblVehicleEF	HHD	4.7900e-004	1.8772e-003
tblVehicleEF	HHD	0.09	2.4672e-006
tblVehicleEF	HHD	0.04	0.01

tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.5200e-004	8.9908e-007
tblVehicleEF	HHD	1.1700e-004	9.2695e-006
tblVehicleEF	HHD	5.6970e-003	4.0976e-004
tblVehicleEF	HHD	0.85	0.49
tblVehicleEF	HHD	8.4000e-005	6.0706e-006
tblVehicleEF	HHD	0.25	0.25
tblVehicleEF	HHD	4.7900e-004	1.8772e-003
tblVehicleEF	HHD	0.10	2.7013e-006
tblVehicleEF	LDA	5.7960e-003	3.6439e-003
tblVehicleEF	LDA	6.7470e-003	0.06
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.35	2.22
tblVehicleEF	LDA	286.24	281.51
tblVehicleEF	LDA	61.06	56.36
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.23

tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDA	2.8680e-003	2.7877e-003
tblVehicleEF	LDA	6.3400e-004	5.5773e-004
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.10	0.29
tblVehicleEF	LDA	6.1900e-003	3.9168e-003
tblVehicleEF	LDA	5.9710e-003	0.05
tblVehicleEF	LDA	0.78	0.91
tblVehicleEF	LDA	1.16	1.89
tblVehicleEF	LDA	301.11	295.66
tblVehicleEF	LDA	61.06	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.07	0.46
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.38
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22

tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	3.0170e-003	2.9279e-003
tblVehicleEF	LDA	6.3000e-004	5.5159e-004
tblVehicleEF	LDA	0.07	0.46
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.38
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.26
tblVehicleEF	LDA	5.6810e-003	3.5693e-003
tblVehicleEF	LDA	6.8840e-003	0.06
tblVehicleEF	LDA	0.68	0.79
tblVehicleEF	LDA	1.39	2.28
tblVehicleEF	LDA	281.64	277.08
tblVehicleEF	LDA	61.06	56.47
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.1090e-003	1.8994e-003
tblVehicleEF	LDA	2.3260e-003	2.0517e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9450e-003	1.7500e-003
tblVehicleEF	LDA	2.1390e-003	1.8866e-003
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.05	0.26

tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDA	2.8210e-003	2.7439e-003
tblVehicleEF	LDA	6.3400e-004	5.5885e-004
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.10	0.30
tblVehicleEF	LDT1	0.02	9.4839e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.81	1.75
tblVehicleEF	LDT1	3.42	2.46
tblVehicleEF	LDT1	349.35	331.46
tblVehicleEF	LDT1	73.36	67.29
tblVehicleEF	LDT1	0.17	0.15
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.15	0.74
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.59
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.83

tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT1	3.5170e-003	3.2808e-003
tblVehicleEF	LDT1	7.9400e-004	6.6594e-004
tblVehicleEF	LDT1	0.15	0.74
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.59
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.19	0.83
tblVehicleEF	LDT1	0.26	0.49
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.97	1.93
tblVehicleEF	LDT1	2.90	2.09
tblVehicleEF	LDT1	366.18	345.77
tblVehicleEF	LDT1	73.36	66.53
tblVehicleEF	LDT1	0.15	0.13
tblVehicleEF	LDT1	0.19	0.29
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.24	1.18
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.18	0.88
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.18	0.77

tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.6880e-003	3.4225e-003
tblVehicleEF	LDT1	7.8500e-004	6.5837e-004
tblVehicleEF	LDT1	0.24	1.18
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.18	0.88
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.18	0.77
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.02	9.3109e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.75	1.70
tblVehicleEF	LDT1	3.51	2.53
tblVehicleEF	LDT1	344.03	326.91
tblVehicleEF	LDT1	73.36	67.43
tblVehicleEF	LDT1	0.17	0.15
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.5010e-003	3.0102e-003
tblVehicleEF	LDT1	3.7460e-003	3.0637e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.2240e-003	2.7710e-003
tblVehicleEF	LDT1	3.4450e-003	2.8173e-003
tblVehicleEF	LDT1	0.15	0.75
tblVehicleEF	LDT1	0.35	0.28
tblVehicleEF	LDT1	0.12	0.57
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.98

tblVehicleEF	LDT1	0.25	0.46
tblVehicleEF	LDT1	3.4630e-003	3.2357e-003
tblVehicleEF	LDT1	7.9600e-004	6.6731e-004
tblVehicleEF	LDT1	0.15	0.75
tblVehicleEF	LDT1	0.35	0.28
tblVehicleEF	LDT1	0.12	0.57
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.98
tblVehicleEF	LDT1	0.27	0.50
tblVehicleEF	LDT2	7.7240e-003	5.7338e-003
tblVehicleEF	LDT2	8.2210e-003	0.08
tblVehicleEF	LDT2	0.91	1.16
tblVehicleEF	LDT2	1.67	2.85
tblVehicleEF	LDT2	395.29	361.47
tblVehicleEF	LDT2	83.56	73.87
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.14	0.34
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
tblVehicleEF	LDT2	0.05	0.39
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44

tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.9600e-003	3.5801e-003
tblVehicleEF	LDT2	8.6400e-004	7.3103e-004
tblVehicleEF	LDT2	0.05	0.39
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.41
tblVehicleEF	LDT2	8.2360e-003	6.1404e-003
tblVehicleEF	LDT2	7.2820e-003	0.07
tblVehicleEF	LDT2	1.01	1.28
tblVehicleEF	LDT2	1.43	2.43
tblVehicleEF	LDT2	415.00	375.75
tblVehicleEF	LDT2	83.56	73.06
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.13	0.32
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
tblVehicleEF	LDT2	0.08	0.62
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.07	0.55
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.41

tblVehicleEF	LDT2	0.10	0.33
tblVehicleEF	LDT2	4.1590e-003	3.7215e-003
tblVehicleEF	LDT2	8.6000e-004	7.2299e-004
tblVehicleEF	LDT2	0.08	0.62
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.07	0.55
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.11	0.36
tblVehicleEF	LDT2	7.5750e-003	5.6213e-003
tblVehicleEF	LDT2	8.3860e-003	0.08
tblVehicleEF	LDT2	0.88	1.12
tblVehicleEF	LDT2	1.71	2.93
tblVehicleEF	LDT2	389.08	356.92
tblVehicleEF	LDT2	83.56	74.02
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0100e-003	1.9635e-003
tblVehicleEF	LDT2	2.3160e-003	2.0527e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8480e-003	1.8069e-003
tblVehicleEF	LDT2	2.1300e-003	1.8875e-003
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.51

tblVehicleEF	LDT2	0.11	0.38
tblVehicleEF	LDT2	3.8980e-003	3.5351e-003
tblVehicleEF	LDT2	8.6500e-004	7.3252e-004
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.12	0.42
tblVehicleEF	LHD1	6.1720e-003	5.8817e-003
tblVehicleEF	LHD1	0.01	6.7552e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.19
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tblVehicleEF	LHD1	3.03	1.20
tblVehicleEF	LHD1	8.99	9.09
tblVehicleEF	LHD1	619.15	707.08
tblVehicleEF	LHD1	34.64	12.81
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.40	0.87
tblVehicleEF	LHD1	1.10	0.36
tblVehicleEF	LHD1	8.3700e-004	7.3831e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9370e-003	9.6122e-003
tblVehicleEF	LHD1	0.01	6.7936e-003
tblVehicleEF	LHD1	1.1070e-003	3.0835e-004
tblVehicleEF	LHD1	8.0100e-004	7.0637e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4840e-003	2.4030e-003
tblVehicleEF	LHD1	0.01	6.4666e-003

tblVehicleEF	LHD1	1.0190e-003	2.8391e-004
tblVehicleEF	LHD1	3.3650e-003	0.04
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
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tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.32	0.59
tblVehicleEF	LHD1	0.31	0.09
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tblVehicleEF	LHD1	6.0900e-003	6.6818e-003
tblVehicleEF	LHD1	4.0400e-004	1.2675e-004
tblVehicleEF	LHD1	3.3650e-003	0.04
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tblVehicleEF	LHD1	0.01	6.8828e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.19
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tblVehicleEF	LHD1	8.99	9.09
tblVehicleEF	LHD1	619.15	707.10
tblVehicleEF	LHD1	34.64	12.71
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.32	0.81
tblVehicleEF	LHD1	1.06	0.35

tblVehicleEF	LHD1	8.3700e-004	7.3831e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9370e-003	9.6122e-003
tblVehicleEF	LHD1	0.01	6.7936e-003
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tblVehicleEF	LHD1	8.0100e-004	7.0637e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4840e-003	2.4030e-003
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tblVehicleEF	LHD1	0.31	0.58
tblVehicleEF	LHD1	0.30	0.09
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tblVehicleEF	LHD1	6.0900e-003	6.6820e-003
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tblVehicleEF	LHD1	0.01	6.7279e-003
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tblVehicleEF	LHD1	619.15	707.07
tblVehicleEF	LHD1	34.64	12.82
tblVehicleEF	LHD1	0.07	0.06
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tblVehicleEF	LHD1	1.11	0.37
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tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9370e-003	9.6122e-003
tblVehicleEF	LHD1	0.01	6.7936e-003
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tblVehicleEF	LHD1	8.0100e-004	7.0637e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4840e-003	2.4030e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9600e-003	0.02
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.64
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	9.0000e-005	8.8350e-005
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tblVehicleEF	LHD1	3.5560e-003	0.05

tblVehicleEF	LHD1	0.12	0.10
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tblVehicleEF	LHD1	1.9600e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.64
tblVehicleEF	LHD1	0.34	0.10
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tblVehicleEF	LHD2	5.5860e-003	4.7023e-003
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tblVehicleEF	LHD2	0.13	0.15
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tblVehicleEF	LHD2	1.57	0.82
tblVehicleEF	LHD2	13.71	13.75
tblVehicleEF	LHD2	630.43	718.69
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tblVehicleEF	LHD2	1.07	1.11
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tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	8.5000e-004	0.02
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.10	0.38
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tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.5000e-004	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.38
tblVehicleEF	LHD2	0.16	0.07
tblVehicleEF	LHD2	4.5080e-003	4.1958e-003
tblVehicleEF	LHD2	5.6670e-003	4.7587e-003
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tblVehicleEF	LHD2	630.43	718.70
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tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.01	1.04
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tblVehicleEF	LHD2	1.2070e-003	1.2196e-003
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tblVehicleEF	LHD2	0.01	0.01

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tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.10	0.37
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tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.37
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tblVehicleEF	LHD2	5.2500e-004	1.7139e-004
tblVehicleEF	LHD2	1.1550e-003	1.1669e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6390e-003	2.6175e-003
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tblVehicleEF	LHD2	4.8300e-004	1.5759e-004
tblVehicleEF	LHD2	1.4360e-003	0.03
tblVehicleEF	LHD2	0.05	0.07
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tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.11	0.42
tblVehicleEF	LHD2	0.15	0.06
tblVehicleEF	LHD2	1.3400e-004	1.3193e-004
tblVehicleEF	LHD2	6.1480e-003	6.6671e-003
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tblVehicleEF	LHD2	0.05	0.07
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tblVehicleEF	MCY	181.99	218.98
tblVehicleEF	MCY	45.65	60.53
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
tblVehicleEF	MCY	3.9490e-003	3.3391e-003
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tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
tblVehicleEF	MCY	1.15	2.34
tblVehicleEF	MCY	0.69	0.72
tblVehicleEF	MCY	0.69	1.42
tblVehicleEF	MCY	2.51	2.53
tblVehicleEF	MCY	0.65	2.13
tblVehicleEF	MCY	2.08	1.84
tblVehicleEF	MCY	2.2120e-003	2.1670e-003
tblVehicleEF	MCY	6.7500e-004	5.9901e-004
tblVehicleEF	MCY	1.15	2.34
tblVehicleEF	MCY	0.69	0.72
tblVehicleEF	MCY	0.69	1.42

tblVehicleEF	MCY	3.11	3.12
tblVehicleEF	MCY	0.65	2.13
tblVehicleEF	MCY	2.26	2.00
tblVehicleEF	MCY	0.49	0.36
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	18.74	19.00
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tblVehicleEF	MCY	181.99	217.72
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tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
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tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
tblVehicleEF	MCY	1.90	3.86
tblVehicleEF	MCY	0.79	0.82
tblVehicleEF	MCY	1.21	2.46
tblVehicleEF	MCY	2.45	2.46
tblVehicleEF	MCY	0.62	2.01
tblVehicleEF	MCY	1.85	1.63
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tblVehicleEF	MCY	6.5500e-004	5.8079e-004
tblVehicleEF	MCY	1.90	3.86
tblVehicleEF	MCY	0.79	0.82
tblVehicleEF	MCY	1.21	2.46

tblVehicleEF	MCY	3.03	3.04
tblVehicleEF	MCY	0.62	2.01
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.50	0.37
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.39	19.68
tblVehicleEF	MCY	9.69	8.55
tblVehicleEF	MCY	181.99	219.04
tblVehicleEF	MCY	45.65	60.74
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.1710e-003	2.1582e-003
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tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0310e-003	2.0200e-003
tblVehicleEF	MCY	3.7270e-003	3.1505e-003
tblVehicleEF	MCY	1.27	2.58
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tblVehicleEF	MCY	0.68	1.40
tblVehicleEF	MCY	2.52	2.54
tblVehicleEF	MCY	0.75	2.43
tblVehicleEF	MCY	2.11	1.87
tblVehicleEF	MCY	2.2120e-003	2.1676e-003
tblVehicleEF	MCY	6.7700e-004	6.0106e-004
tblVehicleEF	MCY	1.27	2.58
tblVehicleEF	MCY	0.90	0.93
tblVehicleEF	MCY	0.68	1.40

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tblVehicleEF	MCY	0.75	2.43
tblVehicleEF	MCY	2.29	2.03
tblVehicleEF	MDV	0.02	8.1275e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.65	1.49
tblVehicleEF	MDV	3.14	3.45
tblVehicleEF	MDV	529.82	442.86
tblVehicleEF	MDV	110.43	90.12
tblVehicleEF	MDV	0.18	0.15
tblVehicleEF	MDV	0.29	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
tblVehicleEF	MDV	2.3570e-003	2.0799e-003
tblVehicleEF	MDV	0.08	0.44
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.08	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.10	0.47
tblVehicleEF	MDV	0.25	0.49
tblVehicleEF	MDV	5.3130e-003	4.3797e-003
tblVehicleEF	MDV	1.1600e-003	8.9179e-004
tblVehicleEF	MDV	0.08	0.44
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.08	0.44

tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.10	0.47
tblVehicleEF	MDV	0.27	0.53
tblVehicleEF	MDV	0.02	8.6153e-003
tblVehicleEF	MDV	0.02	0.09
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tblVehicleEF	MDV	2.69	2.93
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tblVehicleEF	MDV	110.43	89.12
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.27	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
tblVehicleEF	MDV	2.3570e-003	2.0799e-003
tblVehicleEF	MDV	0.12	0.71
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.11	0.66
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.22	0.43
tblVehicleEF	MDV	5.5770e-003	4.5332e-003
tblVehicleEF	MDV	1.1520e-003	8.8191e-004
tblVehicleEF	MDV	0.12	0.71
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.11	0.66

tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.24	0.47
tblVehicleEF	MDV	0.01	7.9891e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.60	1.45
tblVehicleEF	MDV	3.21	3.54
tblVehicleEF	MDV	521.73	438.08
tblVehicleEF	MDV	110.43	90.29
tblVehicleEF	MDV	0.18	0.14
tblVehicleEF	MDV	0.30	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	2.1365e-003
tblVehicleEF	MDV	2.5600e-003	2.2597e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0670e-003	1.9710e-003
tblVehicleEF	MDV	2.3570e-003	2.0799e-003
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tblVehicleEF	MDV	0.19	0.17
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.25	0.50
tblVehicleEF	MDV	5.2310e-003	4.3324e-003
tblVehicleEF	MDV	1.1610e-003	8.9352e-004
tblVehicleEF	MDV	0.07	0.42
tblVehicleEF	MDV	0.19	0.17
tblVehicleEF	MDV	0.07	0.43

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tblVehicleEF	MDV	0.28	0.54
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tblVehicleEF	MH	0.03	0.03
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tblVehicleEF	MH	0.49	0.42
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tblVehicleEF	MH	0.02	1.67
tblVehicleEF	MH	0.41	0.11
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tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.49	0.42

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tblVehicleEF	MH	0.02	1.67
tblVehicleEF	MH	0.44	0.12
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.30	1.80
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tblVehicleEF	MH	3.2120e-003	3.2546e-003
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tblVehicleEF	MH	0.52	0.44

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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.04
tblVehicleEF	SBUS	0.01	3.4013e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4800e-004	5.4047e-005
tblVehicleEF	SBUS	3.6680e-003	1.0878e-003

tblVehicleEF	SBUS	0.03	8.9941e-003
tblVehicleEF	SBUS	1.35	0.46
tblVehicleEF	SBUS	1.7730e-003	5.3214e-004
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.45	0.04
tblVehicleEF	SBUS	0.87	0.07
tblVehicleEF	SBUS	0.02	9.1649e-003
tblVehicleEF	SBUS	0.06	5.7028e-003
tblVehicleEF	SBUS	7.61	2.68
tblVehicleEF	SBUS	0.88	0.80
tblVehicleEF	SBUS	6.17	0.73
tblVehicleEF	SBUS	1,214.01	366.39
tblVehicleEF	SBUS	1,109.14	1,135.72
tblVehicleEF	SBUS	51.36	5.15
tblVehicleEF	SBUS	11.06	3.62
tblVehicleEF	SBUS	4.74	5.26
tblVehicleEF	SBUS	12.84	0.70
tblVehicleEF	SBUS	0.01	4.4850e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	7.0200e-004	4.8524e-005
tblVehicleEF	SBUS	9.9290e-003	4.2910e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7040e-003	2.6797e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.4500e-004	4.4616e-005
tblVehicleEF	SBUS	5.5920e-003	1.6536e-003
tblVehicleEF	SBUS	0.03	9.1914e-003

tblVehicleEF	SBUS	0.93	0.32
tblVehicleEF	SBUS	2.7370e-003	8.1500e-004
tblVehicleEF	SBUS	0.12	0.12
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.36	0.03
tblVehicleEF	SBUS	0.01	3.4945e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2100e-004	5.0916e-005
tblVehicleEF	SBUS	5.5920e-003	1.6536e-003
tblVehicleEF	SBUS	0.03	9.1914e-003
tblVehicleEF	SBUS	1.34	0.46
tblVehicleEF	SBUS	2.7370e-003	8.1500e-004
tblVehicleEF	SBUS	0.15	0.14
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.40	0.04
tblVehicleEF	SBUS	0.87	0.07
tblVehicleEF	SBUS	0.01	9.0312e-003
tblVehicleEF	SBUS	0.08	6.6366e-003
tblVehicleEF	SBUS	7.93	2.78
tblVehicleEF	SBUS	0.86	0.78
tblVehicleEF	SBUS	7.97	0.94
tblVehicleEF	SBUS	1,085.74	342.89
tblVehicleEF	SBUS	1,109.14	1,135.69
tblVehicleEF	SBUS	51.36	5.51
tblVehicleEF	SBUS	10.25	3.41
tblVehicleEF	SBUS	4.95	5.49
tblVehicleEF	SBUS	12.88	0.70
tblVehicleEF	SBUS	0.01	6.4556e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	7.0200e-004	4.8524e-005
tblVehicleEF	SBUS	0.01	6.1763e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7040e-003	2.6797e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.4500e-004	4.4616e-005
tblVehicleEF	SBUS	3.8020e-003	1.1224e-003
tblVehicleEF	SBUS	0.03	9.8000e-003
tblVehicleEF	SBUS	0.94	0.32
tblVehicleEF	SBUS	1.7580e-003	5.3138e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.42	0.04
tblVehicleEF	SBUS	0.01	3.2726e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5200e-004	5.4498e-005
tblVehicleEF	SBUS	3.8020e-003	1.1224e-003
tblVehicleEF	SBUS	0.03	9.8000e-003
tblVehicleEF	SBUS	1.35	0.46
tblVehicleEF	SBUS	1.7580e-003	5.3138e-004
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.46	0.04
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.06	0.01
tblVehicleEF	UBUS	11.69	38.44
tblVehicleEF	UBUS	10.50	0.97
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.92

tblVehicleEF	UBUS	10.04	1.54
tblVehicleEF	UBUS	15.25	0.12
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	5.1320e-003	8.4624e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8290e-003	6.5436e-004
tblVehicleEF	UBUS	0.88	0.14
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.79	0.06
tblVehicleEF	UBUS	9.8470e-003	2.3968e-003
tblVehicleEF	UBUS	1.2130e-003	1.1798e-004
tblVehicleEF	UBUS	5.1320e-003	8.4624e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8290e-003	6.5436e-004
tblVehicleEF	UBUS	3.69	6.22
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.87	0.07
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	11.75	38.44
tblVehicleEF	UBUS	9.09	0.85
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.72

tblVehicleEF	UBUS	9.46	1.54
tblVehicleEF	UBUS	15.19	0.11
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	7.5260e-003	1.2515e-003
tblVehicleEF	UBUS	0.09	0.01
tblVehicleEF	UBUS	4.1940e-003	9.4757e-004
tblVehicleEF	UBUS	0.88	0.14
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.73	0.06
tblVehicleEF	UBUS	9.8480e-003	2.3968e-003
tblVehicleEF	UBUS	1.1890e-003	1.1596e-004
tblVehicleEF	UBUS	7.5260e-003	1.2515e-003
tblVehicleEF	UBUS	0.09	0.01
tblVehicleEF	UBUS	4.1940e-003	9.4757e-004
tblVehicleEF	UBUS	3.70	6.22
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	0.79	0.06
tblVehicleEF	UBUS	2.71	6.04
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	11.68	38.44
tblVehicleEF	UBUS	10.68	0.98
tblVehicleEF	UBUS	1,965.36	1,950.83
tblVehicleEF	UBUS	102.40	11.95

tblVehicleEF	UBUS	9.85	1.54
tblVehicleEF	UBUS	15.26	0.12
tblVehicleEF	UBUS	0.60	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.13	3.7716e-003
tblVehicleEF	UBUS	1.0640e-003	5.1939e-005
tblVehicleEF	UBUS	0.26	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.12	3.6040e-003
tblVehicleEF	UBUS	9.7900e-004	4.7756e-005
tblVehicleEF	UBUS	5.8280e-003	8.3439e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0140e-003	6.2920e-004
tblVehicleEF	UBUS	0.87	0.14
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.80	0.06
tblVehicleEF	UBUS	9.8470e-003	2.3968e-003
tblVehicleEF	UBUS	1.2160e-003	1.1829e-004
tblVehicleEF	UBUS	5.8280e-003	8.3439e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0140e-003	6.2920e-004
tblVehicleEF	UBUS	3.69	6.22
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.88	0.07
tblVehicleTrips	CC_TL	8.40	15.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	ST_TR	23.72	11.45
tblVehicleTrips	SU_TR	11.88	11.45
tblVehicleTrips	WD_TR	23.72	11.45

2.0 Emissions Summary

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Energy	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Mobile	0.1550	0.3448	1.4499	4.2000e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		432.8683	432.8683	0.0247		433.4867
Total	**0.2292**	**0.3606**	**1.4649**	**4.2900e-003**	**0.3920**	**7.2200e-003**	**0.3992**	**0.1047**	**6.8800e-003**	**0.1116**		**451.7627**	**451.7627**	**0.0251**	**3.5000e-004**	**452.4936**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Energy	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Mobile	0.1550	0.3448	1.4499	4.2000e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		432.8683	432.8683	0.0247		433.4867
Total	**0.2292**	**0.3606**	**1.4649**	**4.2900e-003**	**0.3920**	**7.2200e-003**	**0.3992**	**0.1047**	**6.8800e-003**	**0.1116**		**451.7627**	**451.7627**	**0.0251**	**3.5000e-004**	**452.4936**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1550	0.3448	1.4499	4.2000e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		432.8683	432.8683	0.0247		433.4867
Unmitigated	0.1550	0.3448	1.4499	4.2000e-003	0.3920	6.0100e-003	0.3980	0.1047	5.6700e-003	0.1103		432.8683	432.8683	0.0247		433.4867

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	33.89	33.89	33.89	185,050	185,050
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	33.89	33.89	33.89	185,050	185,050

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.00	15.00	0.00	0.00	100.00	0.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983
Other Non-Asphalt Surfaces	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983
Parking Lot	0.555033	0.056565	0.182215	0.123672	0.023482	0.005895	0.019197	0.025382	0.001224	0.001466	0.004241	0.000645	0.000983

5.0 Energy Detail

Historical Energy Use: Y

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	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
NaturalGas Unmitigated	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	160.57	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.7300e-003**	**0.0157**	**0.0132**	**9.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**		**18.8906**	**18.8906**	**3.6000e-004**	**3.5000e-004**	**19.0028**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.16057	1.7300e-003	0.0157	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.8906	18.8906	3.6000e-004	3.5000e-004	19.0028
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.7300e-003**	**0.0157**	**0.0132**	**9.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**		**18.8906**	**18.8906**	**3.6000e-004**	**3.5000e-004**	**19.0028**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Unmitigated	0.0725	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Total	**0.0725**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8100e-003**	**3.8100e-003**	**1.0000e-005**		**4.0600e-003**

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	8.6200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8100e-003	3.8100e-003	1.0000e-005		4.0600e-003
Total	**0.0725**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8100e-003**	**3.8100e-003**	**1.0000e-005**		**4.0600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

Appendix C

Project Air Quality Emissions Calculation Worksheets

ESA

6616 N Reseda Blvd. Eldercare Facility Project

Land Use Type	Land Use Subtype	Amount	Unit	Zoning
Parking	Enclosed Parking with Elevator	16,051	Sqft	S-2
Recreational	City Park	10,930	Sqft	Common Space
Residential	Congregate Care (Assisted Living)	96	Units	R2.1
Residential	Congregate Care (Assisted Living)	60,426	Sqft	R2.1
	Admin/Flex Room	8,763	Sqft	R2.1, R-71
	Stairs/Elevator/External Walls	5,154	Sqft	Other

6616 N Reseda Blvd. Eldercare Facility Project

Vendor Trucks = material delivery, concrete delivery, etc.

Construction Schedule & Equipment	Start Date [1]	End Date [1]	No. Work Days	Offroad Equipment[2]	Number[2]	Horsepower[3]	Hours per Day[3,6]	Maximum Number of Daily Workers	Worker One-Way Trips/Max Day[4]	Worker Trip Length (mi)[3]	Vendor One-Way Trips/Max Day [4]	Vendor Trip Length (mi)[3]	Truck One-Way Haul Tips per Day	Total One-Way Haul Trips[5]	Haul Trip Length[3]
Demolition	10/1/2020	10/17/2020	12	Rubber Tired Dozers	1	247	1	5	10	14.7	0	6.90	6	68	20
				Concrete/Industrial Saws	1	81	8								
				Tractors/Loaders/Backhoes	2	97	6								
Grading/Excavation	10/18/2020	11/14/2020	20	Rubber Tired Dozers	1	247	1	8	16	14.7	0	6.90	52	1036	20
				Concrete/Industrial Saws	1	81	8								
				Tractors/Loaders/Backhoes	2	97	6								
				Rollers	1	80	8								
				Plate Compactors	1	8	8								
Building Construction	11/15/2020	9/30/2021	229	Cranes	1	231	4	42	84	14.7	18	6.90	0	0	20
				Forklifts	2	89	6								
				Tractors/Loaders/Backhoes	2	97	8								
Architectural Coating	7/1/2021	9/30/2021	66	Air Compressor	1	78	6	9	18	14.7	0	6.90	0	0	20
Paving	9/1/2021	9/30/2021	22	Pavers	1	130	7	9	18	14.7	0	6.90	0	0	20
				Cement and Mortar Mixers	4	9	6								
				Rollers	1	80	7								
				Tractors/Loaders/Backhoes	1	97	7								

Notes

1 Construction phase lengths estimated from CalEEMod default for project site between 0 and 1 acres, and based on demolition and excavation quantities.

2 From CalEEMod default for project site between 1 and 2 acres (CalEEMod does not provide a default for less than 1 acre sites). Roller and Plate Compactor included in Grading/Excavation phase for potential removal and re-compaction.

3 CalEEMod default value.

4 CalEEMod default for given land uses.

5 For demolition haul truck trips, based on estimated 670 tons of demolition debris and 20 tons per truck. For grading, based on 7227 CY exvacation (includes expansion) and 14 CY per truck.

6 Rollers and Plate Compactors do not have a default hour per day for Grading/Excavation, so a conservative 8 hour estimate was used.

6616 Reseda Boulevard Project
Air Quality Assessment

Demolition Debris Calculation

Sqft of buildings to be demolished:	2960	sqft	
CalEEMod default:	0.046	tons/sqft	
Debris from buildings	136.16	tons	
See table 1 of report by R. Brown		URL:	http://wipp.energy.gov/library/Information_Repository_A/Supplemental_Information/Brown%201990.pdf
Density of asphalt:	148	lbs/cft	
Google Earth: Area of pavement to remove:	10800	sqft	
Estimated depth of asphalt:	0.5	ft	
Weight of asphalt to remove:	799200	lbs	
converted to tons	399.60	tons	
See EPA's "Densities of Selected Substances" table		URL:	https://www3.epa.gov/ttnchie1/ap42/appendix/appa.pdf
Density of concrete:	4000	lbs/cyd	
Density of concrete:	148	lbs/cft	
Google Earth: Area of concrete to remove:	3625	sqft	
Estimated depth of asphalt:	0.5	ft	
Weight of asphalt to remove:	268519	lbs	
converted to tons	134.26	tons	
Total demolition and site clearance debris:	670	tons	

6616 Reseda Eldercare Project
Air Quality - Construction Emissions Summary
CalEEMod and EMFAC2017

3.2 Demolition - 2020
Mitigated Construction On-Site

Category lb/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
On-Site										
Fugitive Dust					0.47	-	0.47	0.07	-	0.07
Off-Road	0.87	7.87	7.62	0.01		0.47	0.47		0.45	0.45
Truck Idling	0.03	0.49	0.43	0.00	-	-	0.00	-	-	0.00
On-Site Subtotal	**0.90**	**8.36**	**8.05**	**0.01**	**0.47**	**0.47**	**0.93**	**0.07**	**0.45**	**0.52**
Off-Site										
Truck Running	0.04	1.20	0.47	0.00	0.19	0.02	0.20	0.05	0.02	0.07
On-Site + Off-Site Total	**0.95**	**9.56**	**8.52**	**0.02**	**0.65**	**0.49**	**1.14**	**0.12**	**0.46**	**0.58**

3.3 Grading - 2020
Mitigated Construction On-Site

Category lb/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
On-Site										
Fugitive Dust					0.32	-	0.32	0.16	-	0.16
Off-Road	1.12	10.21	9.73	0.02		0.61	0.61		0.58	0.58
Truck Idling	0.30	4.22	3.71	0.01	-	-	0.01	-	-	0.01
On-Site Subtotal	**1.42**	**14.43**	**13.44**	**0.02**	**0.32**	**0.61**	**0.94**	**0.16**	**0.58**	**0.75**
Off-Site										
Truck Running	0.34	10.23	2.18	0.03	1.04	0.15	1.18	0.28	0.14	0.42
On-Site + Off-Site Total	**1.76**	**24.66**	**15.62**	**0.06**	**1.36**	**0.76**	**2.12**	**0.45**	**0.72**	**1.17**

3.4 Building Construction - 2020-2021
Mitigated Construction On-Site

Category lb/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
On-Site										
Off-Road	0.86	8.85	7.39	0.01		0.52	0.52		0.48	0.48
Truck Idling	0.06	0.81	0.70	0.00	-	-	0.00	-	-	0.00
On-Site Subtotal	**0.92**	**9.67**	**8.08**	**0.01**	**-**	**0.52**	**0.52**	**-**	**0.48**	**0.48**
Off-Site										
Truck Running	0.09	1.21	2.49	0.01	0.81	0.03	0.83	0.22	0.02	0.24
On-Site + Off-Site Total	**1.01**	**10.87**	**10.58**	**0.02**	**0.81**	**0.55**	**1.36**	**0.22**	**0.51**	**0.72**

3.5 Architectural Coating - 2021
Mitigated Construction On-Site

Category lb/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
On-Site										
Archit. Coating	7.75					-	-		-	-
Off-Road	0.22	1.53	1.82	0.00		0.09	0.09		0.09	0.09
Truck Idling	-	-	-	-	-	-	-	-	-	-
On-Site Subtotal	**7.97**	**1.53**	**1.82**	**0.00**	**-**	**0.09**	**0.09**	**-**	**0.09**	**0.09**
Off-Site										
Truck Running	0.01	0.03	0.44	0.00	0.15	0.00	0.15	0.04	0.00	0.04
On-Site + Off-Site Total	**7.98**	**1.56**	**2.26**	**0.00**	**0.15**	**0.09**	**0.24**	**0.04**	**0.09**	**0.13**

3.6 Paving - 2021
Mitigated Construction On-Site

Category lb/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
On-Site										
Off-Road	0.72	6.72	7.09	0.01		0.35	0.35		0.33	0.33
Paving	-					-	-		-	-
Truck Idling	-	-	-	-	-	-	-	-	-	-
On-Site Subtotal	**0.72**	**6.72**	**7.09**	**0.01**	**-**	**0.35**	**0.35**	**-**	**0.33**	**0.33**
Off-Site										
Truck Running	0.01	0.03	0.44	0.00	0.15	0.00	0.15	0.04	0.00	0.04
On-Site + Off-Site Total	**0.73**	**6.75**	**7.53**	**0.01**	**0.15**	**0.35**	**0.50**	**0.04**	**0.33**	**0.37**

Building Construction, Architectural Coating, and Paving

On-Site Subtotal	**9.61**	**17.91**	**16.99**	**0.03**	**-**	**0.97**	**0.97**	**-**	**0.90**	**0.90**
On-Site + Off-Site Total	**9.72**	**19.19**	**20.36**	**0.04**	**1.11**	**1.00**	**2.10**	**0.30**	**0.93**	**1.23**

Total On-Road Emissions

Total On-Road Emissions

	260	Max construction days per year			
Construction Phase	**Daily One-Way Trips**	**Days per Phase (days)**	**Work Hours per Day (hours/day)**	**One-Way Trip Distance per Day (miles)**	**Idling per Day (minutes)**
Demolition	2020				
Total Haul Trips	68				
Hauling	6	12	10	20	15
Vendor	0	12	10	7.3	15
Worker	10	12	10	10.8	0
Grading	2020				
Total Haul Trips	1036				
Hauling	52	20	10	20	15
Vendor	0	20	10	7.3	15
Worker	16	20	10	10.8	0
Building Construction	2020				
Total Haul Trips	0				
Hauling	0	229	10	20	15
Vendor	18	229	10	7.3	15
Worker	84	229	10	10.8	0
Paving	2021				
Total Haul Trips	0				
Hauling	0	22	10	20	15
Vendor	0	22	10	7.3	15
Worker	18	22	10	10.8	0
Architectural Coating	2021				
Total Haul Trips	0				
Hauling	0	66	10	20	15
Vendor	0	66	10	7.3	15
Worker	18	66	10	10.8	0

Total On-Road Emissions

Construction Phase	Regional Emissions (pounds/day)									
	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5
Demolition										
Total Haul Trips										
Hauling	0.07	1.66	0.63	0.00	0.10	0.02	0.12	0.03	0.02	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.02	0.27	0.00	0.08	0.00	0.08	0.02	0.00	0.02
Grading										
Total Haul Trips										
Hauling	0.63	14.42	5.46	0.04	0.91	0.15	1.06	0.25	0.14	0.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.03	0.43	0.00	0.13	0.00	0.13	0.03	0.00	0.04
Building Construction										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.10	1.84	0.91	0.00	0.12	0.02	0.14	0.03	0.02	0.06
Worker	0.05	0.18	2.27	0.01	0.69	0.00	0.69	0.18	0.00	0.19
Paving										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.03	0.44	0.00	0.15	0.00	0.15	0.04	0.00	0.04
Architectural Coating										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.03	0.44	0.00	0.15	0.00	0.15	0.04	0.00	0.04

Total On-Road Emissions

260 Max construction days per year

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)
Demolition	2020				
Total Haul Trips	68				
Hauling	6	12	10	20	15
Vendor	0	12	10	7.3	15
Worker	10	12	10	10.8	0
Grading	2020				
Total Haul Trips	1036				
Hauling	52	20	10	20	15
Vendor	0	20	10	7.3	15
Worker	16	20	10	10.8	0
Building Construction	2020				
Total Haul Trips	0				
Hauling	0	229	10	20	15
Vendor	18	229	10	7.3	15
Worker	84	229	10	10.8	0
Paving	2021				
Total Haul Trips	0				
Hauling	0	22	10	20	15
Vendor	0	22	10	7.3	15
Worker	18	22	10	10.8	0
Architectural Coating	2021				
Total Haul Trips	0				
Hauling	0	66	10	20	15
Vendor	0	66	10	7.3	15
Worker	18	66	10	10.8	0

Total On-Road Emissions

Construction Phase	Regional Emissions (Tons/year)									
	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5
Demolition										
Total Haul Trips										
Hauling	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading										
Total Haul Trips										
Hauling	0.01	0.14	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.21	0.10	0.00	0.01	0.00	0.02	0.00	0.00	0.01
Worker	0.01	0.02	0.26	0.00	0.08	0.00	0.08	0.02	0.00	0.02
Paving										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Running Emissions

Running Emissions

	Running Emissions Factor (grams/mile)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.14442958	4.446219181	0.76216252	0.01395381	0.06180645	0.0591327
2020Vendor Vendor	0.14086271	3.545156252	0.75749418	0.01223884	0.06844403	0.06548017
2020Worker Worker	0.02406579	0.090013944	1.13663461	0.0031091	0.00219311	0.00201946
2021Hauling Hauling	0.1186539	3.992800454	0.6956742	0.01365502	0.05164666	0.04941242
2021Vendor Vendor	0.11469669	3.114267253	0.65644598	0.01197405	0.05667501	0.05422038
2021Worker Worker	0.02076344	0.077852315	1.02504893	0.00301889	0.00204933	0.00188693
2022Hauling Hauling	0.08103572	3.571515626	0.57499969	0.01347655	0.0279869	0.02677616
2022Vendor Vendor	0.0717977	2.602453214	0.52331731	0.01185125	0.02991351	0.02861613
2022Worker Worker	0.01983592	0.072208852	0.98313613	0.00297251	0.0020568	0.0018938
2023Hauling Hauling	0.02463044	2.696920068	0.45130496	0.01267644	0.01843607	0.0176385
2023Vendor Vendor	0.01991806	1.889760516	0.36497107	0.01125961	0.01227567	0.01174136
2023Worker Worker	0.01716255	0.063162071	0.89786604	0.00287684	0.00193615	0.00178255
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Demolition	2020									
Total Haul Trips	68									
Hauling	6	12	10	20	0.04	1.18	0.20	0.00	0.02	0.02
Vendor	0	12	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	12	10	10.8	0.01	0.02	0.27	0.00	0.00	0.00
Grading	2020									
Total Haul Trips	1036									
Hauling	52	20	10	20	0.33	10.19	1.75	0.03	0.14	0.14
Vendor	0	20	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	16	20	10	10.8	0.01	0.03	0.43	0.00	0.00	0.00

Running Emissions

	Running Emissions Factor (grams/mile)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.14442958	4.446219181	0.76216252	0.01395381	0.06180645	0.0591327
2020Vendor Vendor	0.14086271	3.545156252	0.75749418	0.01223884	0.06844403	0.06548017
2020Worker Worker	0.02406579	0.090013944	1.13663461	0.0031091	0.00219311	0.00201946
2021Hauling Hauling	0.1186539	3.992800454	0.6956742	0.01365502	0.05164666	0.04941242
2021Vendor Vendor	0.11469669	3.114267253	0.65644598	0.01197405	0.05667501	0.05422038
2021Worker Worker	0.02076344	0.077852315	1.02504893	0.00301889	0.00204933	0.00188693
2022Hauling Hauling	0.08103572	3.571515626	0.57499969	0.01347655	0.0279869	0.02677616
2022Vendor Vendor	0.0717977	2.602453214	0.52331731	0.01185125	0.02991351	0.02861613
2022Worker Worker	0.01983592	0.072208852	0.98313613	0.00297251	0.0020568	0.0018938
2023Hauling Hauling	0.02463044	2.696920068	0.45130496	0.01267644	0.01843607	0.0176385
2023Vendor Vendor	0.01991806	1.889760516	0.36497107	0.01125961	0.01227567	0.01174136
2023Worker Worker	0.01716255	0.063162071	0.89786604	0.00287684	0.00193615	0.00178255
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Building Construction	2020									
Total Haul Trips	0									
Hauling	0	229	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	18	229	10	7.3	0.04	1.03	0.22	0.00	0.02	0.02
Worker	84	229	10	10.8	0.05	0.18	2.27	0.01	0.00	0.00
Paving	2021									
Total Haul Trips	0									
Hauling	0	22	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	22	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	22	10	10.8	0.01	0.03	0.44	0.00	0.00	0.00

Running Emissions

	Running Emissions Factor (grams/mile)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.14442958	4.446219181	0.76216252	0.01395381	0.06180645	0.0591327
2020Vendor Vendor	0.14086271	3.545156252	0.75749418	0.01223884	0.06844403	0.06548017
2020Worker Worker	0.02406579	0.090013944	1.13663461	0.0031091	0.00219311	0.00201946
2021Hauling Hauling	0.1186539	3.992800454	0.6956742	0.01365502	0.05164666	0.04941242
2021Vendor Vendor	0.11469669	3.114267253	0.65644598	0.01197405	0.05667501	0.05422038
2021Worker Worker	0.02076344	0.077852315	1.02504893	0.00301889	0.00204933	0.00188693
2022Hauling Hauling	0.08103572	3.571515626	0.57499969	0.01347655	0.0279869	0.02677616
2022Vendor Vendor	0.0717977	2.602453214	0.52331731	0.01185125	0.02991351	0.02861613
2022Worker Worker	0.01983592	0.072208852	0.98313613	0.00297251	0.0020568	0.0018938
2023Hauling Hauling	0.02463044	2.696920068	0.45130496	0.01267644	0.01843607	0.0176385
2023Vendor Vendor	0.01991806	1.889760516	0.36497107	0.01125961	0.01227567	0.01174136
2023Worker Worker	0.01716255	0.063162071	0.89786604	0.00287684	0.00193615	0.00178255
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Architectural Coating	2021									
Total Haul Trips	0									
Hauling	0	66	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	66	10	10.8	0.01	0.03	0.44	0.00	0.00	0.00

Idling Emissions

Idling Emissions

	Idling Emissions Factor (grams/minute)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.17621643	2.456571772	2.15870028	0.00406201	0.0049078	0.00469549
2020Vendor Vendor	0.09368295	1.368975736	1.16846302	0.00218146	0.00297044	0.00284194
2020Worker Worker	0	0	0	0	0	0
2021Hauling Hauling	0.17535147	2.434751718	2.2627499	0.00410417	0.00348079	0.00333021
2021Vendor Vendor	0.09300855	1.345205617	1.22014382	0.0021998	0.00216434	0.00207071
2021Worker Worker	0	0	0	0	0	0
2022Hauling Hauling	0.17992826	2.494221613	2.47137063	0.00431707	0.00153707	0.00147058
2022Vendor Vendor	0.09512038	1.358206146	1.32735389	0.00230801	0.00101987	0.00097575
2022Worker Worker	0	0	0	0	0	0
2023Hauling Hauling	0.1794334	2.268893827	2.65540888	0.00413434	0.00124387	0.00119006
2023Vendor Vendor	0.09453686	1.21688302	1.42143188	0.00221115	0.00069792	0.00066773
2023Worker Worker	0	0	0	0	0	0
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Demolition	2020									
Total Haul Trips	68									
Hauling	6	12	10	15	0.03	0.49	0.43	0.00	0.00	0.00
Vendor	0	12	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	12	10	0	0.00	0.00	0.00	0.00	0.00	0.00
Grading	2020									
Total Haul Trips	1036									
Hauling	52	20	10	15	0.30	4.22	3.71	0.01	0.01	0.01
Vendor	0	20	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	16	20	10	0	0.00	0.00	0.00	0.00	0.00	0.00

Idling Emissions

	Idling Emissions Factor (grams/minute)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.17621643	2.456571772	2.15870028	0.00406201	0.0049078	0.00469549
2020Vendor Vendor	0.09368295	1.368975736	1.16846302	0.00218146	0.00297044	0.00284194
2020Worker Worker	0	0	0	0	0	0
2021Hauling Hauling	0.17535147	2.434751718	2.2627499	0.00410417	0.00348079	0.00333021
2021Vendor Vendor	0.09300855	1.345205617	1.22014382	0.0021998	0.00216434	0.00207071
2021Worker Worker	0	0	0	0	0	0
2022Hauling Hauling	0.17992826	2.494221613	2.47137063	0.00431707	0.00153707	0.00147058
2022Vendor Vendor	0.09512038	1.358206146	1.32735389	0.00230801	0.00101987	0.00097575
2022Worker Worker	0	0	0	0	0	0
2023Hauling Hauling	0.1794334	2.268893827	2.65540888	0.00413434	0.00124387	0.00119006
2023Vendor Vendor	0.09453686	1.21688302	1.42143188	0.00221115	0.00069792	0.00066773
2023Worker Worker	0	0	0	0	0	0
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Building Construction	2020									
Total Haul Trips	0									
Hauling	0	229	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	18	229	10	15	0.06	0.81	0.70	0.00	0.00	0.00
Worker	84	229	10	0	0.00	0.00	0.00	0.00	0.00	0.00
Paving	2021									
Total Haul Trips	0									
Hauling	0	22	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	22	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	22	10	0	0.00	0.00	0.00	0.00	0.00	0.00

Idling Emissions

	Idling Emissions Factor (grams/minute)					
	ROG	NOX	CO	SO2	PM10	PM2.5
2020Hauling Hauling	0.17621643	2.456571772	2.15870028	0.00406201	0.0049078	0.00469549
2020Vendor Vendor	0.09368295	1.368975736	1.16846302	0.00218146	0.00297044	0.00284194
2020Worker Worker	0	0	0	0	0	0
2021Hauling Hauling	0.17535147	2.434751718	2.2627499	0.00410417	0.00348079	0.00333021
2021Vendor Vendor	0.09300855	1.345205617	1.22014382	0.0021998	0.00216434	0.00207071
2021Worker Worker	0	0	0	0	0	0
2022Hauling Hauling	0.17992826	2.494221613	2.47137063	0.00431707	0.00153707	0.00147058
2022Vendor Vendor	0.09512038	1.358206146	1.32735389	0.00230801	0.00101987	0.00097575
2022Worker Worker	0	0	0	0	0	0
2023Hauling Hauling	0.1794334	2.268893827	2.65540888	0.00413434	0.00124387	0.00119006
2023Vendor Vendor	0.09453686	1.21688302	1.42143188	0.00221115	0.00069792	0.00066773
2023Worker Worker	0	0	0	0	0	0
GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (pounds/day)					
					ROG	NOX	CO	SO2	PM10	PM2.5
Architectural Coating	2021									
Total Haul Trips	0									
Hauling	0	66	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	10	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	66	10	0	0.00	0.00	0.00	0.00	0.00	0.00

Road Dust, Break Wear, and Tire wear Emissions

Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2020Hauling Hauling	3.00E-01	0.06078834	0.03543457	7.36E-02	0.02605215	0.00885864
2020Vendor Vendor	3.00E-01	0.095564189	0.02371729	7.36E-02	0.04095608	0.00592932
2020Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2021Hauling Hauling	3.00E-01	0.06078785	0.03543442	7.36E-02	0.02605194	0.0088586
2021Vendor Vendor	3.00E-01	0.095563944	0.02371721	7.36E-02	0.04095598	0.0059293
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.061055751	0.0355879	7.36E-02	0.02616675	0.00889698
2022Vendor Vendor	3.00E-01	0.095697894	0.02379395	7.36E-02	0.04101338	0.00594849
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.061063462	0.03559233	7.36E-02	0.02617005	0.00889808
2023Vendor Vendor	3.00E-01	0.095701749	0.02379617	7.36E-02	0.04101504	0.00594904
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					PM10			PM2.5		
					RD	BW	TW	RD	BW	TW
Demolition	2020									
Total Haul Trips	68									
Hauling	6	12	10	20	0.08	0.02	0.01	0.02	0.01	0.00
Vendor	0	12	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	12	10	10.8	0.07	0.01	0.00	0.02	0.00	0.00
Grading	2020									
Total Haul Trips	1036									
Hauling	52	20	10	20	0.69	0.14	0.08	0.17	0.06	0.02
Vendor	0	20	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	16	20	10	10.8	0.11	0.01	0.00	0.03	0.01	0.00

Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2020Hauling Hauling	3.00E-01	0.06078834	0.03543457	7.36E-02	0.02605215	0.00885864
2020Vendor Vendor	3.00E-01	0.095564189	0.02371729	7.36E-02	0.04095608	0.00592932
2020Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2021Hauling Hauling	3.00E-01	0.06078785	0.03543442	7.36E-02	0.02605194	0.0088586
2021Vendor Vendor	3.00E-01	0.095563944	0.02371721	7.36E-02	0.04095598	0.0059293
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.061055751	0.0355879	7.36E-02	0.02616675	0.00889698
2022Vendor Vendor	3.00E-01	0.095697894	0.02379395	7.36E-02	0.04101338	0.00594849
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.061063462	0.03559233	7.36E-02	0.02617005	0.00889808
2023Vendor Vendor	3.00E-01	0.095701749	0.02379617	7.36E-02	0.04101504	0.00594904
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					PM10			PM2.5		
					RD	BW	TW	RD	BW	TW
Building Construction	2020									
Total Haul Trips	0									
Hauling	0	229	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	18	229	10	7.3	0.09	0.03	0.01	0.02	0.01	0.00
Worker	84	229	10	10.8	0.60	0.07	0.02	0.15	0.03	0.00
Paving	2021									
Total Haul Trips	0									
Hauling	0	22	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	22	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	22	10	10.8	0.13	0.02	0.00	0.03	0.01	0.00

Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2020Hauling Hauling	3.00E-01	0.06078834	0.03543457	7.36E-02	0.02605215	0.00885864
2020Vendor Vendor	3.00E-01	0.095564189	0.02371729	7.36E-02	0.04095608	0.00592932
2020Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2021Hauling Hauling	3.00E-01	0.06078785	0.03543442	7.36E-02	0.02605194	0.0088586
2021Vendor Vendor	3.00E-01	0.095563944	0.02371721	7.36E-02	0.04095598	0.0059293
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.061055751	0.0355879	7.36E-02	0.02616675	0.00889698
2022Vendor Vendor	3.00E-01	0.095697894	0.02379395	7.36E-02	0.04101338	0.00594849
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.061063462	0.03559233	7.36E-02	0.02617005	0.00889808
2023Vendor Vendor	3.00E-01	0.095701749	0.02379617	7.36E-02	0.04101504	0.00594904
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					PM10			PM2.5		
					RD	BW	TW	RD	BW	TW
Architectural Coating	2021									
Total Haul Trips	0									
Hauling	0	66	10	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	10	7.3	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	66	10	10.8	0.13	0.02	0.00	0.03	0.01	0.00

Road Dust

Template
Road Dust

Paved Road Dust Emission Factors (Assumes No Precipitation)

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

Where:

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

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

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

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

Where:

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

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

Sources:

SCAQMD, CalEEMod, Version 2011.1.

CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).

USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).

PCR Services Corporation, 2013.

Title 24 Energy Savings Adjustment

Non-Residential

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

Residential

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

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

	T24 Electricity	NT24 Electricity	Lighting Electricity	T24 NG	NT24 NG
Title 24 (2016 - CalEEMod Default)					
Project Non-Residential Land Uses					
Enclosed Parking with Elevator	3.92	0.19	1.75	-	-
General Office Building	4.60	4.62	3.77	10.02	0.39
City Park	-	-	0.35	-	-
	-	-	-	-	-
Project Residential Land Uses					
Congregate Care (Assisted Living)	252.63	3,054.10	741.44	7,012.17	6,384.00
	-	-	-	-	-
Title 24 (2019)					
Project Non-Residential Land Uses					
Enclosed Parking with Elevator	**3.50**	**0.19**	**1.75**	**-**	**-**
General Office Building	**4.11**	**4.62**	**3.77**	**9.92**	**0.39**
City Park	**-**	**-**	**0.35**	**-**	**-**
	-	**-**	**-**	**-**	**-**
Project Residential Land Uses					
Congregate Care (Assisted Living)	**247.58**	**3,054.10**	**741.44**	**6,661.56**	**6,384.00**
	-	**-**	**-**	**-**	**-**

Sources:

California Emissions Estimator Model (CalEEMod), version 2016.3.2.

California Energy Commission, Impact Analysis, 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, Section 1.2 (Non-Residential), Table 19 (Multi-Family without PV), June 10, 2015. Available: https://ww2.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf. Accessed January 2020.

6616 Reseda Boulevard Project
Air Quality Assessment

Emergency Generator Emissions

updated: 8/4/2020

Conversion Factors

HP/kW	1.3410	
PM10 Fraction of Total PM	0.960	Table A - Updated CEIDARS Table with PM2.5 Fractions, INTERNAL COMBUSTION - DISTILLATE AND DIESEL-ELECTRIC GENERATION
PM2.5 Fraction of Total PM	0.937	Table A - Updated CEIDARS Table with PM2.5 Fractions, INTERNAL COMBUSTION - DISTILLATE AND DIESEL-ELECTRIC GENERATION

Emergency Generator

Ratings:	300	kW	*(based on conservative engineering assumptions)*
	402	HP	*(based on conservative engineering assumptions; conversion from kW to hp)*
Load Factor:	0.74		*(based on CalEEMod Generator Set Load Factor)*
Engine Emissions Tier:	Rule 1470 Compliant		*(compliance with CARB and AQMD diesel regulations)*
Operating Hours per Unit:	2	hours/day	*(testing/maintenance)*
	50	hours/year	*(testing/maintenance, Regulatory Limit per SCAQMD Rule 1470)*

Emergency Generator Emissions

Units	Criteria Pollutants [1, 2, 3]					
	VOC	**NO_X**	**CO**	**SOx**	**PM10**	**PM2.5**
g/kW-hr	—	—	3.50	—	—	—
g/HP-hr	0.15	2.85	2.61	5.50E-05	0.0096	0.0094
lbs/hr	0.10	1.87	1.71	0.00	0.01	0.01
lbs/day	**0.20**	**3.74**	**3.42**	**0.00007**	**0.01**	**0.01**
lbs/yr	4.92	93.46	85.58	0.00	0.31	0.31
tons/yr	0.00	0.05	0.04	0.00	0.00	0.00
metric tons/yr	—	—	—	—	—	—

Notes:

1. Emission factors for VOC and NOX: Regulatory Limit per SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines).
2. Emission factors for CO, PM10, and PM2.5: Regulatory Limit per SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines).
3. Emission factor for SO2: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emission Factors, Fifth Edition, Section 3.4, Table 3.4-1.
   Emission Factor for SO2 is based on 15 ppm (0.0015%) S1 from the EPA Nonroad Diesel Fuel Program, and assumes complete conversion to SO2.

Source: ESA 2020.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

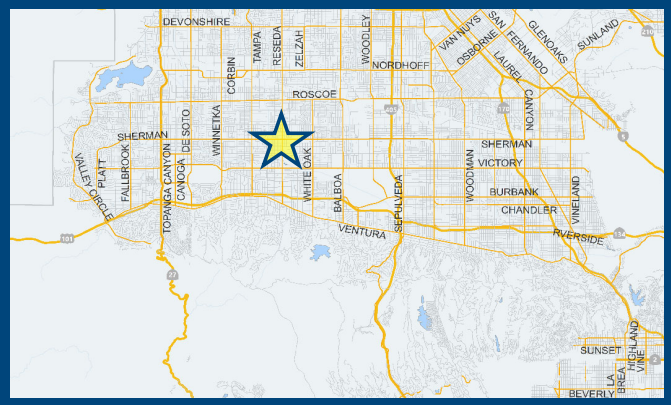
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 6616 Reseda Project

Scenario: Existing and Project

Address: 6616 N RESEDA BLVD, 91335



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | Auto Repair	2.96	ksf
Retail | Auto Repair	2.96	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Senior	96	DU
Housing | Affordable Housing - Senior	96	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
65 Daily Vehicle Trips	170 Daily Vehicle Trips
508 Daily VMT	1,209 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	105 Net Daily Trips
The net increase in daily VMT ≤ 0	701 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

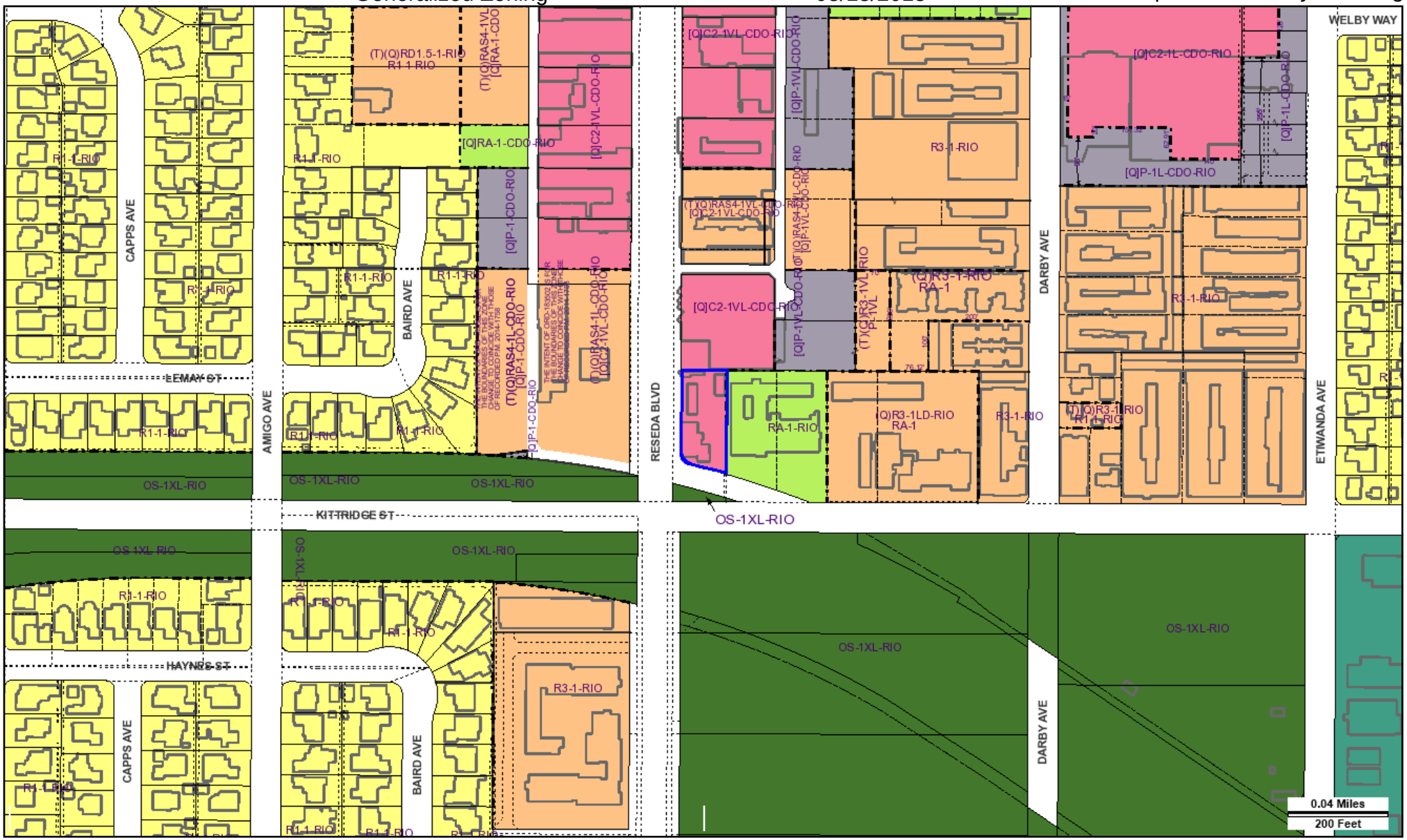
8/4/2020

ZIMAS PUBLIC

Generalized Zoning

08/13/2018

City of Los Angeles
Department of City Planning



Address: 6616 N RESEDA BLVD
APN: 2125013009
PIN #: 180B125 372

Tract: TR 19363
Block: None
Lot: 8
Arb: None

Zoning: [Q]C2-1VL-CDO-RIO
General Plan: General Commercial

N
W E
S

Streets Copyright (c) Thomas Brothers Maps, Inc.

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP, PPSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Zone Commission Authority
- Calvo Exclusion Area
- Not in Coastal Zone
- Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

LAMC SECTION 85.02 (VEHICLE DWELLING)

- No vehicle dwelling anytime
- No vehicle dwelling overnight between 9:00 PM - 6:00 AM. Must comply with all posted parking restrictions
- Vehicle dwelling allowed. Must comply with all posted parking restrictions

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Lot Ties
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Oil Wells

6616 Reseda Eldercare Facility
Air Quality Assessment

Localized Significance Thresholds
(SCAQMD, Final Localized Significance Threshold Methodology, Appendix C (2008))

Source Receptor Area 6
Adjacent to Sensitive Receptor (i.e., within 25 meters)

	Screening Values			Project Site [a]	
Acres	1	2	5	0.40	
Construction LSTs					
NOX	103	147		**77**	
CO	426	644		**295**	
PM10	4	6		**2.8**	
PM2.5	3	4		**2.4**	
Operational LSTs					
NOX	103	147		**77**	
CO	426	644		**295**	
PM10 [b]	1	2	4	**0.4**	0.6
PM2.5 [c]	1	1	2	1.0	0.9

Notes:

a. Project screening levels are linearly interpolated based on the 1- and 2- acre acreening levels.

b. Since the 1- and 2-acre PM10 screening levels are the same,
the Project screening level for PM10 is calculated using the 5-acre screening value.

c. The threshold for PM2.5 cannot be greater than PM10. The PM10 value is used for the analysis.

6616 Reseda Eldercare Facility Project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	13.92	1000sqft	0.05	13,917.00	0
Enclosed Parking with Elevator	16.05	1000sqft	0.05	16,051.00	0
City Park	0.25	Acre	0.05	10,930.00	0
Congregate Care (Assisted Living)	96.00	Dwelling Unit	0.25	60,426.00	275

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	722	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: LADWP, 2017 Power Strategic Long-Term Resource Plan, Table C-1; SB-100 CA Renewables Portfolio Standard Program: Emissions of GHGs, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180

Land Use - City Park represents Open Space and Deck Space; General Office represents Admin and Flex Room, as well as other space (stairs, elevator, external walls).

Construction Phase - Construction phase lengths estimated from CalEEMod default for project site between 0 and 1 acres, and based on demolition and excavation quantities.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Roller and Plate Compactor included in Grading/Excavation phase for potential removal and re-compaction.

Off-road Equipment -

Trips and VMT - Estimated separately in EMFAC2017.

Demolition -

Grading - CUT & EXPORT = (14,782 S.F. X 12 FT)/27 = 6,570 C.Y.+(10% SOIL EXPANTION AND FOOTING) = 7,227C.Y.

Vehicle Trips - Estimated using EMFAC2017 and City VMT Calculator Tool (1209 VMT = 96 * 0.85 * 15).

Woodstoves - No woodstoves or fireplaces.

Energy Use - With Title 24 (2019) adjustments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 compliance represented by watering upaved and exposed areas 3 times daily and limit vehicle speeds to 15 mph on unpaved areas.

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	100.00	229.00
tblConstructionPhase	NumDays	10.00	12.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	22.00
tblEnergyUse	LightingElect	0.00	0.35
tblEnergyUse	T24E	252.63	247.58
tblEnergyUse	T24E	3.92	3.50
tblEnergyUse	T24E	4.60	4.11
tblEnergyUse	T24NG	7,012.17	6,661.56
tblEnergyUse	T24NG	10.02	9.92
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
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tblFireplaces	NumberWood	4.80	0.00
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tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDT1	0.04	0.06
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tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
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tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
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tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12

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tblFleetMix	MHD	0.02	0.02
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tblFleetMix	UBUS	1.8660e-003	1.4620e-003
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tblLandUse	LotAcreage	0.37	0.05
tblLandUse	LotAcreage	0.25	0.05

tblLandUse	LotAcreage	6.00	0.25
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tblVehicleEF	HHD	0.76	0.03
tblVehicleEF	HHD	0.10	0.09

tblVehicleEF	HHD	0.09	4.6795e-007
tblVehicleEF	HHD	3.52	5.98
tblVehicleEF	HHD	1.05	0.70
tblVehicleEF	HHD	3.09	8.9502e-003
tblVehicleEF	HHD	4,237.96	1,129.94
tblVehicleEF	HHD	1,636.80	1,501.64
tblVehicleEF	HHD	9.65	0.08
tblVehicleEF	HHD	20.29	6.43
tblVehicleEF	HHD	3.93	3.93
tblVehicleEF	HHD	19.68	1.92
tblVehicleEF	HHD	0.02	9.7845e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	8.2000e-005	1.5364e-006
tblVehicleEF	HHD	0.02	9.3612e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	7.5000e-005	1.4127e-006
tblVehicleEF	HHD	1.0600e-004	7.4881e-006
tblVehicleEF	HHD	4.8510e-003	3.0437e-004
tblVehicleEF	HHD	0.69	0.42
tblVehicleEF	HHD	7.6000e-005	4.9332e-006
tblVehicleEF	HHD	0.14	0.12
tblVehicleEF	HHD	4.2400e-004	1.4974e-003
tblVehicleEF	HHD	0.08	2.4569e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4800e-004	7.8571e-007

tblVehicleEF	HHD	1.0600e-004	7.4881e-006
tblVehicleEF	HHD	4.8510e-003	3.0437e-004
tblVehicleEF	HHD	0.80	0.49
tblVehicleEF	HHD	7.6000e-005	4.9332e-006
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	4.2400e-004	1.4974e-003
tblVehicleEF	HHD	0.09	2.6900e-006
tblVehicleEF	LDA	5.2370e-003	3.1562e-003
tblVehicleEF	LDA	5.8590e-003	0.05
tblVehicleEF	LDA	0.66	0.74
tblVehicleEF	LDA	1.22	2.15
tblVehicleEF	LDA	275.64	274.62
tblVehicleEF	LDA	58.98	54.90
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.04	0.27
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	2.7610e-003	2.7122e-003

tblVehicleEF	LDA	6.1000e-004	5.4207e-004
tblVehicleEF	LDA	0.04	0.27
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.26
tblVehicleEF	LDA	5.5960e-003	3.3955e-003
tblVehicleEF	LDA	5.1860e-003	0.05
tblVehicleEF	LDA	0.73	0.83
tblVehicleEF	LDA	1.04	1.84
tblVehicleEF	LDA	289.97	288.43
tblVehicleEF	LDA	58.98	54.31
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.07	0.18
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.07	0.42
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.06	0.36
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.9050e-003	2.8486e-003

tblVehicleEF	LDA	6.0700e-004	5.3620e-004
tblVehicleEF	LDA	0.07	0.42
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.06	0.36
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	5.1330e-003	3.0911e-003
tblVehicleEF	LDA	5.9780e-003	0.05
tblVehicleEF	LDA	0.63	0.72
tblVehicleEF	LDA	1.25	2.21
tblVehicleEF	LDA	271.21	270.31
tblVehicleEF	LDA	58.98	55.01
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.7160e-003	2.6696e-003

tblVehicleEF	LDA	6.1100e-004	5.4314e-004
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDT1	0.01	8.2511e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.65	1.56
tblVehicleEF	LDT1	3.09	2.37
tblVehicleEF	LDT1	340.20	323.74
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tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	0.18	0.28
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.14	0.67
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.11	0.54
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.22	0.40
tblVehicleEF	LDT1	3.4230e-003	3.1964e-003

tblVehicleEF	LDT1	7.7000e-004	6.4741e-004
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tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.11	0.54
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT1	0.02	8.8012e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.80	1.71
tblVehicleEF	LDT1	2.62	2.01
tblVehicleEF	LDT1	356.62	337.66
tblVehicleEF	LDT1	71.61	64.85
tblVehicleEF	LDT1	0.14	0.12
tblVehicleEF	LDT1	0.17	0.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.23	1.08
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.17	0.81
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.17	0.71
tblVehicleEF	LDT1	0.19	0.35
tblVehicleEF	LDT1	3.5890e-003	3.3339e-003

tblVehicleEF	LDT1	7.6200e-004	6.4028e-004
tblVehicleEF	LDT1	0.23	1.08
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.17	0.81
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.17	0.71
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	0.01	8.0997e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.60	1.51
tblVehicleEF	LDT1	3.17	2.43
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tblVehicleEF	LDT1	71.61	65.70
tblVehicleEF	LDT1	0.15	0.13
tblVehicleEF	LDT1	0.18	0.29
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.14	0.68
tblVehicleEF	LDT1	0.33	0.25
tblVehicleEF	LDT1	0.11	0.53
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	3.3700e-003	3.1527e-003

tblVehicleEF	LDT1	7.7200e-004	6.4870e-004
tblVehicleEF	LDT1	0.14	0.68
tblVehicleEF	LDT1	0.33	0.25
tblVehicleEF	LDT1	0.11	0.53
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT2	7.0730e-003	5.0945e-003
tblVehicleEF	LDT2	7.2060e-003	0.07
tblVehicleEF	LDT2	0.84	1.06
tblVehicleEF	LDT2	1.49	2.74
tblVehicleEF	LDT2	383.00	349.45
tblVehicleEF	LDT2	81.03	71.36
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.12	0.31
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0030e-003	1.8609e-003
tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.42
tblVehicleEF	LDT2	0.10	0.34
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tblVehicleEF	LDT2	8.3500e-004	7.0456e-004
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tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.42
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	7.5460e-003	5.4591e-003
tblVehicleEF	LDT2	6.3840e-003	0.06
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tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.29
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0030e-003	1.8609e-003
tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
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tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.53
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.30
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tblVehicleEF	LDT2	8.3200e-004	6.9692e-004
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tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.53
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.33
tblVehicleEF	LDT2	6.9360e-003	4.9940e-003
tblVehicleEF	LDT2	7.3510e-003	0.07
tblVehicleEF	LDT2	0.82	1.02
tblVehicleEF	LDT2	1.53	2.82
tblVehicleEF	LDT2	376.98	345.08
tblVehicleEF	LDT2	81.03	71.51
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.12	0.31
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0030e-003	1.8609e-003
tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
tblVehicleEF	LDT2	0.05	0.36
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tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.10	0.35
tblVehicleEF	LDT2	3.7760e-003	3.4115e-003

tblVehicleEF	LDT2	8.3600e-004	7.0598e-004
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.03	0.03
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	0.19
tblVehicleEF	LHD1	0.91	0.74
tblVehicleEF	LHD1	2.82	1.14
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.69
tblVehicleEF	LHD1	33.53	12.40
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.29	0.78
tblVehicleEF	LHD1	1.05	0.35
tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	9.6752e-003
tblVehicleEF	LHD1	0.01	6.5047e-003
tblVehicleEF	LHD1	1.0140e-003	2.8224e-004
tblVehicleEF	LHD1	8.1500e-004	7.3516e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
tblVehicleEF	LHD1	9.3200e-004	2.5951e-004
tblVehicleEF	LHD1	3.2410e-003	0.04

tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9050e-003	0.02
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.55
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.0000e-005	8.7900e-005
tblVehicleEF	LHD1	6.0020e-003	6.5637e-003
tblVehicleEF	LHD1	3.8800e-004	1.2266e-004
tblVehicleEF	LHD1	3.2410e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.9050e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.55
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	5.8650e-003	5.6904e-003
tblVehicleEF	LHD1	0.01	6.1700e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	0.19
tblVehicleEF	LHD1	0.93	0.76
tblVehicleEF	LHD1	2.69	1.09
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.71
tblVehicleEF	LHD1	33.53	12.30
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.21	0.73
tblVehicleEF	LHD1	1.01	0.33
tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
tblVehicleEF	LHD1	0.08	0.08

tblVehicleEF	LHD1	0.01	9.6752e-003
tblVehicleEF	LHD1	0.01	6.5047e-003
tblVehicleEF	LHD1	1.0140e-003	2.8224e-004
tblVehicleEF	LHD1	8.1500e-004	7.3516e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
tblVehicleEF	LHD1	9.3200e-004	2.5951e-004
tblVehicleEF	LHD1	4.9770e-003	0.06
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.8490e-003	0.04
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.30	0.54
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	9.0000e-005	8.7900e-005
tblVehicleEF	LHD1	6.0020e-003	6.5639e-003
tblVehicleEF	LHD1	3.8600e-004	1.2176e-004
tblVehicleEF	LHD1	4.9770e-003	0.06
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.8490e-003	0.04
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.30	0.54
tblVehicleEF	LHD1	0.30	0.09
tblVehicleEF	LHD1	5.8650e-003	5.6763e-003
tblVehicleEF	LHD1	0.01	6.0232e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	0.19
tblVehicleEF	LHD1	0.91	0.74

tblVehicleEF	LHD1	2.83	1.14
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.68
tblVehicleEF	LHD1	33.53	12.41
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.27	0.76
tblVehicleEF	LHD1	1.06	0.35
tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	9.6752e-003
tblVehicleEF	LHD1	0.01	6.5047e-003
tblVehicleEF	LHD1	1.0140e-003	2.8224e-004
tblVehicleEF	LHD1	8.1500e-004	7.3516e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
tblVehicleEF	LHD1	9.3200e-004	2.5951e-004
tblVehicleEF	LHD1	3.4040e-003	0.04
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9090e-003	0.02
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.34	0.60
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.0000e-005	8.7900e-005
tblVehicleEF	LHD1	6.0020e-003	6.5636e-003
tblVehicleEF	LHD1	3.8900e-004	1.2276e-004
tblVehicleEF	LHD1	3.4040e-003	0.04
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.03

tblVehicleEF	LHD1	1.9090e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.60
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD2	4.2310e-003	4.0076e-003
tblVehicleEF	LHD2	4.8360e-003	4.2144e-003
tblVehicleEF	LHD2	9.6030e-003	0.01
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tblVehicleEF	LHD2	0.40	0.50
tblVehicleEF	LHD2	1.43	0.77
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tblVehicleEF	LHD2	622.35	705.65
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tblVehicleEF	LHD2	1.1500e-003	1.1942e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6500e-003	2.6305e-003
tblVehicleEF	LHD2	9.5740e-003	9.3373e-003
tblVehicleEF	LHD2	4.4000e-004	1.4678e-004
tblVehicleEF	LHD2	1.2560e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.8900e-004	0.01

tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.35
tblVehicleEF	LHD2	0.13	0.06
tblVehicleEF	LHD2	1.3400e-004	1.3165e-004
tblVehicleEF	LHD2	6.0660e-003	6.5433e-003
tblVehicleEF	LHD2	3.0700e-004	9.4905e-005
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tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.8900e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.35
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tblVehicleEF	LHD2	13.72	13.73
tblVehicleEF	LHD2	622.35	705.66
tblVehicleEF	LHD2	28.04	9.53
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tblVehicleEF	LHD2	1.2020e-003	1.2482e-003
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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	9.7797e-003
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tblVehicleEF	LHD2	1.1500e-003	1.1942e-003
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tblVehicleEF	LHD2	9.5740e-003	9.3373e-003
tblVehicleEF	LHD2	4.4000e-004	1.4678e-004
tblVehicleEF	LHD2	1.9160e-003	0.04
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1630e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.34
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	LHD2	1.3400e-004	1.3165e-004
tblVehicleEF	LHD2	6.0660e-003	6.5434e-003
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tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.1630e-003	0.02
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.34
tblVehicleEF	LHD2	0.14	0.06
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tblVehicleEF	LHD2	9.6490e-003	0.01
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tblVehicleEF	LHD2	622.35	705.65

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tblVehicleEF	LHD2	0.91	0.96
tblVehicleEF	LHD2	0.60	0.24
tblVehicleEF	LHD2	1.2020e-003	1.2482e-003
tblVehicleEF	LHD2	0.09	0.09
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tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.7900e-004	0.01
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tblVehicleEF	LHD2	0.10	0.38
tblVehicleEF	LHD2	0.13	0.06
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tblVehicleEF	LHD2	0.10	0.38

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tblVehicleEF	MCY	9.63	8.50
tblVehicleEF	MCY	182.98	219.34
tblVehicleEF	MCY	45.23	60.15
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.2410e-003	2.2306e-003
tblVehicleEF	MCY	3.8530e-003	3.2635e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0960e-003	2.0861e-003
tblVehicleEF	MCY	3.6310e-003	3.0754e-003
tblVehicleEF	MCY	1.14	2.33
tblVehicleEF	MCY	0.68	0.70
tblVehicleEF	MCY	0.68	1.40
tblVehicleEF	MCY	2.50	2.52
tblVehicleEF	MCY	0.64	2.04
tblVehicleEF	MCY	2.06	1.83
tblVehicleEF	MCY	2.2170e-003	2.1706e-003
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tblVehicleEF	MCY	0.68	0.70
tblVehicleEF	MCY	0.68	1.40
tblVehicleEF	MCY	3.10	3.11
tblVehicleEF	MCY	0.64	2.04

tblVehicleEF	MCY	2.25	1.99
tblVehicleEF	MCY	0.50	0.36
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tblVehicleEF	MCY	18.47	18.69
tblVehicleEF	MCY	8.84	7.77
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tblVehicleEF	MCY	45.23	58.30
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.2410e-003	2.2306e-003
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tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0960e-003	2.0861e-003
tblVehicleEF	MCY	3.6310e-003	3.0754e-003
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tblVehicleEF	MCY	1.20	2.43
tblVehicleEF	MCY	2.44	2.45
tblVehicleEF	MCY	0.60	1.93
tblVehicleEF	MCY	1.84	1.62
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tblVehicleEF	MCY	6.5100e-004	5.7692e-004
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tblVehicleEF	MCY	0.78	0.80
tblVehicleEF	MCY	1.20	2.43
tblVehicleEF	MCY	3.03	3.04
tblVehicleEF	MCY	0.60	1.93

tblVehicleEF	MCY	2.00	1.76
tblVehicleEF	MCY	0.51	0.37
tblVehicleEF	MCY	0.15	0.24
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tblVehicleEF	MCY	4.0000e-003	4.0000e-003
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tblVehicleEF	MCY	0.73	2.34

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tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.48	1.33
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tblVehicleEF	MDV	107.54	87.23
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.26	0.38
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2020e-003	2.0253e-003
tblVehicleEF	MDV	2.5070e-003	2.1383e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0310e-003	1.8680e-003
tblVehicleEF	MDV	2.3070e-003	1.9676e-003
tblVehicleEF	MDV	0.07	0.43
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tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.45
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tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.17	0.15
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.09	0.45

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tblVehicleEF	MDV	0.14	0.11
tblVehicleEF	MDV	0.24	0.35
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2020e-003	2.0253e-003
tblVehicleEF	MDV	2.5070e-003	2.1383e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0310e-003	1.8680e-003
tblVehicleEF	MDV	2.3070e-003	1.9676e-003
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tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	0.11	0.64
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.43
tblVehicleEF	MDV	0.19	0.39
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tblVehicleEF	MDV	0.11	0.64
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.09	0.43

tblVehicleEF	MDV	0.21	0.43
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tblVehicleEF	MDV	1.43	1.29
tblVehicleEF	MDV	2.91	3.36
tblVehicleEF	MDV	507.96	425.19
tblVehicleEF	MDV	107.54	87.39
tblVehicleEF	MDV	0.16	0.12
tblVehicleEF	MDV	0.26	0.39
tblVehicleEF	MDV	0.04	0.04
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tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.11	0.52

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tblVehicleEF	MH	2.62	1.41
tblVehicleEF	MH	6.15	2.18
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tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.0650e-003	2.5764e-004
tblVehicleEF	MH	1.12	0.97
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.02	1.52
tblVehicleEF	MH	0.35	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0500e-004	1.9164e-004
tblVehicleEF	MH	1.12	0.97
tblVehicleEF	MH	0.08	0.06
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tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.52

tblVehicleEF	MH	0.39	0.11
tblVehicleEF	MH	0.03	0.01
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tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.0650e-003	2.5764e-004
tblVehicleEF	MH	1.71	1.47
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.70	0.60
tblVehicleEF	MH	0.10	0.07
tblVehicleEF	MH	0.02	1.49
tblVehicleEF	MH	0.34	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.9800e-004	1.8951e-004
tblVehicleEF	MH	1.71	1.47
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.70	0.60
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.49

tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.60	1.40
tblVehicleEF	MH	6.19	2.20
tblVehicleEF	MH	1,110.38	1,504.98
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tblVehicleEF	MH	1.28	1.28
tblVehicleEF	MH	0.85	0.24
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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.0650e-003	2.5764e-004
tblVehicleEF	MH	1.27	1.09
tblVehicleEF	MH	0.09	0.08
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.02	1.60
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0600e-004	1.9191e-004
tblVehicleEF	MH	1.27	1.09
tblVehicleEF	MH	0.09	0.08
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.60

tblVehicleEF	MH	0.39	0.11
tblVehicleEF	MHD	0.02	4.2386e-003
tblVehicleEF	MHD	4.8170e-003	6.7456e-003
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tblVehicleEF	MHD	0.37	0.38
tblVehicleEF	MHD	0.37	0.62
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tblVehicleEF	MHD	1,142.63	1,077.50
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tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	5.3920e-003	0.06
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tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	7.5100e-004	3.8610e-004
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tblVehicleEF	MHD	0.39	0.06

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tblVehicleEF	MHD	0.02	4.0150e-003
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tblVehicleEF	MHD	0.27	0.31
tblVehicleEF	MHD	0.37	0.62
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tblVehicleEF	MHD	1,142.63	1,077.51
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tblVehicleEF	MHD	10.41	1.12
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003

tblVehicleEF	MHD	5.3920e-003	0.06
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tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.05	0.11
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.38	0.06
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tblVehicleEF	MHD	1,142.63	1,077.50
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tblVehicleEF	MHD	5.6400e-003	0.06
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	5.3920e-003	0.06
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tblVehicleEF	MHD	0.03	0.02
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tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	7.4900e-004	3.8416e-004
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tblVehicleEF	OBUS	1.8100e-004	2.2650e-003
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2920e-003	0.04
tblVehicleEF	OBUS	8.1000e-004	1.9813e-004
tblVehicleEF	OBUS	1.7300e-004	2.1670e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	7.9180e-003	0.04
tblVehicleEF	OBUS	7.4500e-004	1.8217e-004
tblVehicleEF	OBUS	1.5420e-003	1.9638e-003
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tblVehicleEF	OBUS	0.04	0.06
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tblVehicleEF	OBUS	0.36	0.12
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9100e-004	1.9678e-004

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tblVehicleEF	OBUS	7.9500e-004	9.7327e-004
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tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	OBUS	0.01	8.9075e-003
tblVehicleEF	OBUS	9.0120e-003	9.9437e-003
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2920e-003	0.04
tblVehicleEF	OBUS	8.1000e-004	1.9813e-004
tblVehicleEF	OBUS	1.4600e-004	1.8312e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	7.9180e-003	0.04
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tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	3.6410e-003	1.1083e-003
tblVehicleEF	SBUS	0.03	9.7271e-003
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tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	5.0680e-003	9.5675e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8390e-003	7.4891e-004
tblVehicleEF	UBUS	0.81	0.09
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.79	0.07
tblVehicleEF	UBUS	9.7260e-003	2.3870e-003
tblVehicleEF	UBUS	1.2510e-003	1.1780e-004
tblVehicleEF	UBUS	5.0680e-003	9.5675e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8390e-003	7.4891e-004
tblVehicleEF	UBUS	3.46	6.03
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.87	0.07
tblVehicleEF	UBUS	2.55	5.90
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	11.19	39.55
tblVehicleEF	UBUS	9.06	0.85
tblVehicleEF	UBUS	1,944.71	1,954.62
tblVehicleEF	UBUS	106.29	11.70
tblVehicleEF	UBUS	8.72	1.23
tblVehicleEF	UBUS	14.90	0.12

tblVehicleEF	UBUS	0.59	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.12	3.5593e-003
tblVehicleEF	UBUS	1.1200e-003	5.3499e-005
tblVehicleEF	UBUS	0.25	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	7.4290e-003	1.4100e-003
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	4.1940e-003	1.0759e-003
tblVehicleEF	UBUS	0.82	0.09
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.73	0.06
tblVehicleEF	UBUS	9.7270e-003	2.3871e-003
tblVehicleEF	UBUS	1.2270e-003	1.1577e-004
tblVehicleEF	UBUS	7.4290e-003	1.4100e-003
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	4.1940e-003	1.0759e-003
tblVehicleEF	UBUS	3.47	6.03
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.80	0.07
tblVehicleEF	UBUS	2.55	5.90
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	11.12	39.55
tblVehicleEF	UBUS	10.63	0.98
tblVehicleEF	UBUS	1,944.71	1,954.62
tblVehicleEF	UBUS	106.29	11.94
tblVehicleEF	UBUS	9.08	1.24
tblVehicleEF	UBUS	14.97	0.12

tblVehicleEF	UBUS	0.59	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.12	3.5593e-003
tblVehicleEF	UBUS	1.1200e-003	5.3499e-005
tblVehicleEF	UBUS	0.25	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	5.7210e-003	9.3392e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0070e-003	7.1788e-004
tblVehicleEF	UBUS	0.81	0.09
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	0.80	0.07
tblVehicleEF	UBUS	9.7250e-003	2.3870e-003
tblVehicleEF	UBUS	1.2540e-003	1.1811e-004
tblVehicleEF	UBUS	5.7210e-003	9.3392e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0070e-003	7.1788e-004
tblVehicleEF	UBUS	3.46	6.03
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	0.88	0.07
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	15.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.20	0.85
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	2.44	0.85
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	2.74	0.85
tblVehicleTrips	WD_TR	11.03	0.00
tblWoodstoves	NumberCatalytic	4.80	0.00
tblWoodstoves	NumberNoncatalytic	4.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.1156	10.2053	9.7264	0.0151	1.1948	0.6096	1.6620	0.4223	0.5775	0.9998	0.0000	1,435.7810	1,435.7810	0.3567	0.0000	1,443.3474
2021	9.4665	16.2296	16.1711	0.0256	0.0000	0.8950	0.8950	0.0000	0.8344	0.8344	0.0000	2,420.0064	2,420.0064	0.6777	0.0000	2,436.9485
Maximum	**9.4665**	**16.2296**	**16.1711**	**0.0256**	**1.1948**	**0.8950**	**1.6620**	**0.4223**	**0.8344**	**0.9998**	**0.0000**	**2,420.0064**	**2,420.0064**	**0.6777**	**0.0000**	**2,436.9485**

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					
2020	1.1156	10.2053	9.7264	0.0151	0.4660	0.6096	0.9332	0.1647	0.5775	0.7422	0.0000	1,435.7810	1,435.7810	0.3567	0.0000	1,443.3474
2021	9.4665	16.2296	16.1711	0.0256	0.0000	0.8950	0.8950	0.0000	0.8344	0.8344	0.0000	2,420.0063	2,420.0063	0.6777	0.0000	2,436.9485
Maximum	**9.4665**	**16.2296**	**16.1711**	**0.0256**	**0.4660**	**0.8950**	**0.9332**	**0.1647**	**0.8344**	**0.8344**	**0.0000**	**2,420.0063**	**2,420.0063**	**0.6777**	**0.0000**	**2,436.9485**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.00**	**0.00**	**28.50**	**61.00**	**0.00**	**14.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Energy	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
Mobile	0.3901	0.7050	3.4669	0.0103	0.9438	0.0128	0.9566	0.2521	0.0120	0.2641		1,063.0106	1,063.0106	0.0560		1,064.4112
Total	**2.2905**	**1.1514**	**11.5742**	**0.0130**	**0.9438**	**0.0850**	**1.0289**	**0.2521**	**0.0843**	**0.3364**	**0.0000**	**1,527.1922**	**1,527.1922**	**0.0785**	**8.2500e-003**	**1,531.6124**

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	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Energy	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
Mobile	0.3901	0.7050	3.4669	0.0103	0.9438	0.0128	0.9566	0.2521	0.0120	0.2641		1,063.0106	1,063.0106	0.0560		1,064.4112
Total	**2.2905**	**1.1514**	**11.5742**	**0.0130**	**0.9438**	**0.0850**	**1.0289**	**0.2521**	**0.0843**	**0.3364**	**0.0000**	**1,527.1922**	**1,527.1922**	**0.0785**	**8.2500e-003**	**1,531.6124**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/17/2020	5	12	
2	Grading	Grading	10/18/2020	11/14/2020	5	20	
3	Building Construction	Building Construction	11/15/2020	9/30/2021	5	229	
4	Architectural Coating	Architectural Coating	7/1/2021	9/30/2021	5	66	
5	Paving	Paving	9/1/2021	9/30/2021	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.4

Acres of Paving: 0.05

Residential Indoor: 122,363; Residential Outdoor: 40,788; Non-Residential Indoor: 20,876; Non-Residential Outdoor: 6,959; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rollers	1	8.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2020

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					1.1948	0.0000	1.1948	0.1809	0.0000	0.1809			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**1.1948**	**0.4672**	**1.6620**	**0.1809**	**0.4457**	**0.6266**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4660	0.0000	0.4660	0.0706	0.0000	0.0706			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.4660**	**0.4672**	**0.9332**	**0.0706**	**0.4457**	**0.5162**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8148	0.0000	0.8148	0.4223	0.0000	0.4223			0.0000			0.0000
Off-Road	1.1156	10.2053	9.7264	0.0151		0.6096	0.6096		0.5775	0.5775		1,435.7810	1,435.7810	0.3027		1,443.3474
Total	**1.1156**	**10.2053**	**9.7264**	**0.0151**	**0.8148**	**0.6096**	**1.4245**	**0.4223**	**0.5775**	**0.9998**		**1,435.7810**	**1,435.7810**	**0.3027**		**1,443.3474**

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3178	0.0000	0.3178	0.1647	0.0000	0.1647			0.0000			0.0000
Off-Road	1.1156	10.2053	9.7264	0.0151		0.6096	0.6096		0.5775	0.5775	0.0000	1,435.7810	1,435.7810	0.3027		1,443.3474
Total	**1.1156**	**10.2053**	**9.7264**	**0.0151**	**0.3178**	**0.6096**	**0.9274**	**0.1647**	**0.5775**	**0.7422**	**0.0000**	**1,435.7810**	**1,435.7810**	**0.3027**		**1,443.3474**

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

3.4 Building Construction - 2020

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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

3.5 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.7512					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**7.9701**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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

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	7.7512					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**7.9701**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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

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	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3901	0.7050	3.4669	0.0103	0.9438	0.0128	0.9566	0.2521	0.0120	0.2641		1,063.0106	1,063.0106	0.0560		1,064.4112
Unmitigated	0.3901	0.7050	3.4669	0.0103	0.9438	0.0128	0.9566	0.2521	0.0120	0.2641		1,063.0106	1,063.0106	0.0560		1,064.4112

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Congregate Care (Assisted Living)	81.60	81.60	81.60	445,536	445,536
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Total	81.60	81.60	81.60	445,536	445,536

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Congregate Care (Assisted Living)	15.00	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
Congregate Care (Assisted Living)	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
Enclosed Parking with Elevator	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
General Office Building	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
NaturalGas Unmitigated	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Congregate Care (Assisted Living)	3431.16	0.0370	0.3162	0.1346	2.0200e-003		0.0256	0.0256		0.0256	0.0256		403.6660	403.6660	7.7400e-003	7.4000e-003	406.0648
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	393.108	4.2400e-003	0.0385	0.0324	2.3000e-004		2.9300e-003	2.9300e-003		2.9300e-003	2.9300e-003		46.2480	46.2480	8.9000e-004	8.5000e-004	46.5228
Total		**0.0412**	**0.3548**	**0.1669**	**2.2500e-003**		**0.0285**	**0.0285**		**0.0285**	**0.0285**		**449.9140**	**449.9140**	**8.6300e-003**	**8.2500e-003**	**452.5876**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Congregate Care (Assisted Living)	3.43116	0.0370	0.3162	0.1346	2.0200e-003		0.0256	0.0256		0.0256	0.0256		403.6660	403.6660	7.7400e-003	7.4000e-003	406.0648
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.393108	4.2400e-003	0.0385	0.0324	2.3000e-004		2.9300e-003	2.9300e-003		2.9300e-003	2.9300e-003		46.2480	46.2480	8.9000e-004	8.5000e-004	46.5228
Total		**0.0412**	**0.3548**	**0.1669**	**2.2500e-003**		**0.0285**	**0.0285**		**0.0285**	**0.0285**		**449.9140**	**449.9140**	**8.6300e-003**	**8.2500e-003**	**452.5876**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Unmitigated	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1402					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4782					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2408	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438		14.2676	14.2676	0.0138		14.6136
Total	**1.8592**	**0.0917**	**7.9404**	**4.2000e-004**		**0.0438**	**0.0438**		**0.0438**	**0.0438**	**0.0000**	**14.2676**	**14.2676**	**0.0138**	**0.0000**	**14.6136**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1402					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4782					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2408	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438		14.2676	14.2676	0.0138		14.6136
Total	**1.8592**	**0.0917**	**7.9404**	**4.2000e-004**		**0.0438**	**0.0438**		**0.0438**	**0.0438**	**0.0000**	**14.2676**	**14.2676**	**0.0138**	**0.0000**	**14.6136**

7.0 Water Detail

7.1 Mitigation Measures Water

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

6616 Reseda Eldercare Facility Project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	13.92	1000sqft	0.05	13,917.00	0
Enclosed Parking with Elevator	16.05	1000sqft	0.05	16,051.00	0
City Park	0.25	Acre	0.05	10,930.00	0
Congregate Care (Assisted Living)	96.00	Dwelling Unit	0.25	60,426.00	275

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	722	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: LADWP, 2017 Power Strategic Long-Term Resource Plan, Table C-1; SB-100 CA Renewables Portfolio Standard Program: Emissions of GHGs, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180

Land Use - City Park represents Open Space and Deck Space; General Office represents Admin and Flex Room, as well as other space (stairs, elevator, external walls).

Construction Phase - Construction phase lengths estimated from CalEEMod default for project site between 0 and 1 acres, and based on demolition and excavation quantities.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Roller and Plate Compactor included in Grading/Excavation phase for potential removal and re-compaction.

Off-road Equipment -

Trips and VMT - Estimated separately in EMFAC2017.

Demolition -

Grading - CUT & EXPORT = (14,782 S.F. X 12 FT)/27 = 6,570 C.Y.+(10% SOIL EXPANTION AND FOOTING) = 7,227C.Y.

Vehicle Trips - Estimated using EMFAC2017 and City VMT Calculator Tool (1209 VMT = 96 * 0.85 * 15).

Woodstoves - No woodstoves or fireplaces.

Energy Use - With Title 24 (2019) adjustments.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 compliance represented by watering upaved and exposed areas 3 times daily and limit vehicle speeds to 15 mph on unpaved areas.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	66.00
tblConstructionPhase	NumDays	100.00	229.00
tblConstructionPhase	NumDays	10.00	12.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	22.00
tblEnergyUse	LightingElect	0.00	0.35
tblEnergyUse	T24E	252.63	247.58
tblEnergyUse	T24E	3.92	3.50
tblEnergyUse	T24E	4.60	4.11
tblEnergyUse	T24NG	7,012.17	6,661.56
tblEnergyUse	T24NG	10.02	9.92
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	81.60	0.00
tblFireplaces	NumberNoFireplace	9.60	0.00
tblFireplaces	NumberWood	4.80	0.00
tblFleetMix	HHD	0.03	0.03

tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	HHD	0.03	0.03
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDA	0.55	0.55
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT1	0.04	0.06
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LDT2	0.20	0.18
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.8640e-003	6.0228e-003
tblFleetMix	LHD2	5.8640e-003	6.0228e-003
tblFleetMix	LHD2	5.8640e-003	6.0228e-003
tblFleetMix	LHD2	5.8640e-003	6.0228e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MCY	4.7660e-003	4.2976e-003
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12

tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	9.2400e-004	9.7220e-004
tblFleetMix	MH	9.2400e-004	9.7220e-004
tblFleetMix	MH	9.2400e-004	9.7220e-004
tblFleetMix	MH	9.2400e-004	9.7220e-004
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	OBUS	2.0590e-003	1.2185e-003
tblFleetMix	OBUS	2.0590e-003	1.2185e-003
tblFleetMix	OBUS	2.0590e-003	1.2185e-003
tblFleetMix	OBUS	2.0590e-003	1.2185e-003
tblFleetMix	SBUS	7.0600e-004	6.5293e-004
tblFleetMix	SBUS	7.0600e-004	6.5293e-004
tblFleetMix	SBUS	7.0600e-004	6.5293e-004
tblFleetMix	SBUS	7.0600e-004	6.5293e-004
tblFleetMix	UBUS	1.8660e-003	1.4620e-003
tblFleetMix	UBUS	1.8660e-003	1.4620e-003
tblFleetMix	UBUS	1.8660e-003	1.4620e-003
tblFleetMix	UBUS	1.8660e-003	1.4620e-003
tblGrading	AcresOfGrading	0.00	0.40
tblGrading	MaterialExported	0.00	7,227.00
tblLandUse	LandUseSquareFeet	13,920.00	13,917.00
tblLandUse	LandUseSquareFeet	16,050.00	16,051.00
tblLandUse	LandUseSquareFeet	10,890.00	10,930.00
tblLandUse	LandUseSquareFeet	96,000.00	60,426.00
tblLandUse	LotAcreage	0.32	0.05
tblLandUse	LotAcreage	0.37	0.05
tblLandUse	LotAcreage	0.25	0.05

tblLandUse	LotAcreage	6.00	0.25
tblProjectCharacteristics	CO2IntensityFactor	1227.89	722
tblTripsAndVMT	HaulingTripNumber	66.00	0.00
tblTripsAndVMT	HaulingTripNumber	903.00	0.00
tblTripsAndVMT	VendorTripNumber	17.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	85.00	0.00
tblTripsAndVMT	WorkerTripNumber	17.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblVehicleEF	HHD	0.71	0.03
tblVehicleEF	HHD	0.10	0.09
tblVehicleEF	HHD	0.09	4.6449e-007
tblVehicleEF	HHD	2.56	5.77
tblVehicleEF	HHD	1.05	0.70
tblVehicleEF	HHD	3.07	8.8922e-003
tblVehicleEF	HHD	4,614.35	1,128.13
tblVehicleEF	HHD	1,636.80	1,501.64
tblVehicleEF	HHD	9.65	0.08
tblVehicleEF	HHD	21.22	6.21
tblVehicleEF	HHD	4.00	3.99
tblVehicleEF	HHD	19.68	1.92
tblVehicleEF	HHD	0.02	8.8823e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	8.2000e-005	1.5364e-006
tblVehicleEF	HHD	0.02	8.4980e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003

tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	7.5000e-005	1.4127e-006
tblVehicleEF	HHD	1.0700e-004	7.1171e-006
tblVehicleEF	HHD	4.4990e-003	2.6638e-004
tblVehicleEF	HHD	0.64	0.45
tblVehicleEF	HHD	7.7000e-005	4.8322e-006
tblVehicleEF	HHD	0.14	0.12
tblVehicleEF	HHD	3.9200e-004	1.4138e-003
tblVehicleEF	HHD	0.08	2.4404e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4700e-004	7.8480e-007
tblVehicleEF	HHD	1.0700e-004	7.1171e-006
tblVehicleEF	HHD	4.4990e-003	2.6638e-004
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tblVehicleEF	HHD	7.7000e-005	4.8322e-006
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tblVehicleEF	HHD	3.9200e-004	1.4138e-003
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tblVehicleEF	HHD	0.67	0.03
tblVehicleEF	HHD	0.10	0.09
tblVehicleEF	HHD	0.08	4.4495e-007
tblVehicleEF	HHD	1.86	5.63
tblVehicleEF	HHD	1.05	0.70
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tblVehicleEF	HHD	4,886.91	1,126.83
tblVehicleEF	HHD	1,636.80	1,501.64
tblVehicleEF	HHD	9.65	0.08
tblVehicleEF	HHD	21.90	6.06
tblVehicleEF	HHD	3.78	3.78

tblVehicleEF	HHD	19.67	1.92
tblVehicleEF	HHD	0.01	8.2289e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	8.2000e-005	1.5364e-006
tblVehicleEF	HHD	0.01	7.8729e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	7.5000e-005	1.4127e-006
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tblVehicleEF	HHD	4.6790e-003	2.7717e-004
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tblVehicleEF	HHD	1.1900e-004	7.9799e-006
tblVehicleEF	HHD	0.14	0.12
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tblVehicleEF	HHD	0.08	2.3443e-006
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tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4500e-004	7.7772e-007
tblVehicleEF	HHD	1.6900e-004	1.1699e-005
tblVehicleEF	HHD	4.6790e-003	2.7717e-004
tblVehicleEF	HHD	0.70	0.54
tblVehicleEF	HHD	1.1900e-004	7.9799e-006
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	3.8400e-004	1.4046e-003
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tblVehicleEF	HHD	0.76	0.03
tblVehicleEF	HHD	0.10	0.09

tblVehicleEF	HHD	0.09	4.6795e-007
tblVehicleEF	HHD	3.52	5.98
tblVehicleEF	HHD	1.05	0.70
tblVehicleEF	HHD	3.09	8.9502e-003
tblVehicleEF	HHD	4,237.96	1,129.94
tblVehicleEF	HHD	1,636.80	1,501.64
tblVehicleEF	HHD	9.65	0.08
tblVehicleEF	HHD	20.29	6.43
tblVehicleEF	HHD	3.93	3.93
tblVehicleEF	HHD	19.68	1.92
tblVehicleEF	HHD	0.02	9.7845e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	8.2000e-005	1.5364e-006
tblVehicleEF	HHD	0.02	9.3612e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8000e-003	8.8586e-003
tblVehicleEF	HHD	0.02	0.05
tblVehicleEF	HHD	7.5000e-005	1.4127e-006
tblVehicleEF	HHD	1.0600e-004	7.4881e-006
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tblVehicleEF	HHD	0.69	0.42
tblVehicleEF	HHD	7.6000e-005	4.9332e-006
tblVehicleEF	HHD	0.14	0.12
tblVehicleEF	HHD	4.2400e-004	1.4974e-003
tblVehicleEF	HHD	0.08	2.4569e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.4800e-004	7.8571e-007

tblVehicleEF	HHD	1.0600e-004	7.4881e-006
tblVehicleEF	HHD	4.8510e-003	3.0437e-004
tblVehicleEF	HHD	0.80	0.49
tblVehicleEF	HHD	7.6000e-005	4.9332e-006
tblVehicleEF	HHD	0.25	0.22
tblVehicleEF	HHD	4.2400e-004	1.4974e-003
tblVehicleEF	HHD	0.09	2.6900e-006
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tblVehicleEF	LDA	5.8590e-003	0.05
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tblVehicleEF	LDA	275.64	274.62
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tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.04	0.27
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.24
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tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
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tblVehicleEF	LDA	0.73	0.83
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tblVehicleEF	LDA	58.98	54.31
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tblVehicleEF	LDA	0.07	0.18
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.07	0.42
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tblVehicleEF	LDA	0.06	0.36
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.21
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tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.06	0.36
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	5.1330e-003	3.0911e-003
tblVehicleEF	LDA	5.9780e-003	0.05
tblVehicleEF	LDA	0.63	0.72
tblVehicleEF	LDA	1.25	2.21
tblVehicleEF	LDA	271.21	270.31
tblVehicleEF	LDA	58.98	55.01
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0540e-003	1.7891e-003
tblVehicleEF	LDA	2.2900e-003	1.9393e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.8940e-003	1.6482e-003
tblVehicleEF	LDA	2.1060e-003	1.7832e-003
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.7160e-003	2.6696e-003

tblVehicleEF	LDA	6.1100e-004	5.4314e-004
tblVehicleEF	LDA	0.04	0.26
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDT1	0.01	8.2511e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.65	1.56
tblVehicleEF	LDT1	3.09	2.37
tblVehicleEF	LDT1	340.20	323.74
tblVehicleEF	LDT1	71.61	65.57
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	0.18	0.28
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.14	0.67
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.11	0.54
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.22	0.40
tblVehicleEF	LDT1	3.4230e-003	3.1964e-003

tblVehicleEF	LDT1	7.7000e-004	6.4741e-004
tblVehicleEF	LDT1	0.14	0.67
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.11	0.54
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT1	0.02	8.8012e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.80	1.71
tblVehicleEF	LDT1	2.62	2.01
tblVehicleEF	LDT1	356.62	337.66
tblVehicleEF	LDT1	71.61	64.85
tblVehicleEF	LDT1	0.14	0.12
tblVehicleEF	LDT1	0.17	0.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.23	1.08
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.17	0.81
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.17	0.71
tblVehicleEF	LDT1	0.19	0.35
tblVehicleEF	LDT1	3.5890e-003	3.3339e-003

tblVehicleEF	LDT1	7.6200e-004	6.4028e-004
tblVehicleEF	LDT1	0.23	1.08
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.17	0.81
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.17	0.71
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	0.01	8.0997e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.60	1.51
tblVehicleEF	LDT1	3.17	2.43
tblVehicleEF	LDT1	335.00	319.31
tblVehicleEF	LDT1	71.61	65.70
tblVehicleEF	LDT1	0.15	0.13
tblVehicleEF	LDT1	0.18	0.29
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.3220e-003	2.7583e-003
tblVehicleEF	LDT1	3.5650e-003	2.8320e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.0590e-003	2.5389e-003
tblVehicleEF	LDT1	3.2780e-003	2.6042e-003
tblVehicleEF	LDT1	0.14	0.68
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tblVehicleEF	LDT1	0.11	0.53
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	3.3700e-003	3.1527e-003

tblVehicleEF	LDT1	7.7200e-004	6.4870e-004
tblVehicleEF	LDT1	0.14	0.68
tblVehicleEF	LDT1	0.33	0.25
tblVehicleEF	LDT1	0.11	0.53
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT2	7.0730e-003	5.0945e-003
tblVehicleEF	LDT2	7.2060e-003	0.07
tblVehicleEF	LDT2	0.84	1.06
tblVehicleEF	LDT2	1.49	2.74
tblVehicleEF	LDT2	383.00	349.45
tblVehicleEF	LDT2	81.03	71.36
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.12	0.31
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0030e-003	1.8609e-003
tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.42
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LDT2	3.8370e-003	3.4547e-003

tblVehicleEF	LDT2	8.3500e-004	7.0456e-004
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.42
tblVehicleEF	LDT2	0.11	0.37
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tblVehicleEF	LDT2	6.3840e-003	0.06
tblVehicleEF	LDT2	0.94	1.17
tblVehicleEF	LDT2	1.28	2.34
tblVehicleEF	LDT2	402.13	363.18
tblVehicleEF	LDT2	81.03	70.59
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.29
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.0030e-003	1.8609e-003
tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
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tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.53
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.30
tblVehicleEF	LDT2	4.0290e-003	3.5904e-003

tblVehicleEF	LDT2	8.3200e-004	6.9692e-004
tblVehicleEF	LDT2	0.08	0.59
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.53
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.33
tblVehicleEF	LDT2	6.9360e-003	4.9940e-003
tblVehicleEF	LDT2	7.3510e-003	0.07
tblVehicleEF	LDT2	0.82	1.02
tblVehicleEF	LDT2	1.53	2.82
tblVehicleEF	LDT2	376.98	345.08
tblVehicleEF	LDT2	81.03	71.51
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.12	0.31
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
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tblVehicleEF	LDT2	2.3200e-003	1.9503e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	1.8420e-003	1.7125e-003
tblVehicleEF	LDT2	2.1330e-003	1.7933e-003
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.10	0.35
tblVehicleEF	LDT2	3.7760e-003	3.4115e-003

tblVehicleEF	LDT2	8.3600e-004	7.0598e-004
tblVehicleEF	LDT2	0.05	0.36
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.49
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tblVehicleEF	LHD1	0.01	6.0488e-003
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tblVehicleEF	LHD1	0.15	0.19
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tblVehicleEF	LHD1	2.82	1.14
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.69
tblVehicleEF	LHD1	33.53	12.40
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.29	0.78
tblVehicleEF	LHD1	1.05	0.35
tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
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tblVehicleEF	LHD1	0.01	9.6752e-003
tblVehicleEF	LHD1	0.01	6.5047e-003
tblVehicleEF	LHD1	1.0140e-003	2.8224e-004
tblVehicleEF	LHD1	8.1500e-004	7.3516e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
tblVehicleEF	LHD1	9.3200e-004	2.5951e-004
tblVehicleEF	LHD1	3.2410e-003	0.04

tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9050e-003	0.02
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.55
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.0000e-005	8.7900e-005
tblVehicleEF	LHD1	6.0020e-003	6.5637e-003
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tblVehicleEF	LHD1	3.2410e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.9050e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.55
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	5.8650e-003	5.6904e-003
tblVehicleEF	LHD1	0.01	6.1700e-003
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tblVehicleEF	LHD1	0.15	0.19
tblVehicleEF	LHD1	0.93	0.76
tblVehicleEF	LHD1	2.69	1.09
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.71
tblVehicleEF	LHD1	33.53	12.30
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.21	0.73
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tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
tblVehicleEF	LHD1	0.08	0.08

tblVehicleEF	LHD1	0.01	9.6752e-003
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tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.8490e-003	0.04
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.30	0.54
tblVehicleEF	LHD1	0.27	0.08
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tblVehicleEF	LHD1	6.0020e-003	6.5639e-003
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tblVehicleEF	LHD1	0.01	6.0232e-003
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tblVehicleEF	LHD1	0.15	0.19
tblVehicleEF	LHD1	0.91	0.74

tblVehicleEF	LHD1	2.83	1.14
tblVehicleEF	LHD1	9.00	9.05
tblVehicleEF	LHD1	610.84	695.68
tblVehicleEF	LHD1	33.53	12.41
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.27	0.76
tblVehicleEF	LHD1	1.06	0.35
tblVehicleEF	LHD1	8.5200e-004	7.6840e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.01	9.6752e-003
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tblVehicleEF	LHD1	8.1500e-004	7.3516e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5040e-003	2.4188e-003
tblVehicleEF	LHD1	9.9770e-003	6.1913e-003
tblVehicleEF	LHD1	9.3200e-004	2.5951e-004
tblVehicleEF	LHD1	3.4040e-003	0.04
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9090e-003	0.02
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.34	0.60
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.0000e-005	8.7900e-005
tblVehicleEF	LHD1	6.0020e-003	6.5636e-003
tblVehicleEF	LHD1	3.8900e-004	1.2276e-004
tblVehicleEF	LHD1	3.4040e-003	0.04
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.03

tblVehicleEF	LHD1	1.9090e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.60
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD2	4.2310e-003	4.0076e-003
tblVehicleEF	LHD2	4.8360e-003	4.2144e-003
tblVehicleEF	LHD2	9.6030e-003	0.01
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tblVehicleEF	LHD2	622.35	705.65
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tblVehicleEF	LHD2	0.10	0.10
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tblVehicleEF	LHD2	0.60	0.24
tblVehicleEF	LHD2	1.2020e-003	1.2482e-003
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tblVehicleEF	LHD2	1.1500e-003	1.1942e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6500e-003	2.6305e-003
tblVehicleEF	LHD2	9.5740e-003	9.3373e-003
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tblVehicleEF	LHD2	1.2560e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.8900e-004	0.01

tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.35
tblVehicleEF	LHD2	0.13	0.06
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tblVehicleEF	LHD2	1.2560e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.8900e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.35
tblVehicleEF	LHD2	0.14	0.06
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tblVehicleEF	LHD2	4.9030e-003	4.2623e-003
tblVehicleEF	LHD2	9.2650e-003	0.01
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	0.41	0.51
tblVehicleEF	LHD2	1.37	0.73
tblVehicleEF	LHD2	13.72	13.73
tblVehicleEF	LHD2	622.35	705.66
tblVehicleEF	LHD2	28.04	9.53
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.87	0.92
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tblVehicleEF	LHD2	1.2020e-003	1.2482e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	1.1500e-003	1.1942e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6500e-003	2.6305e-003
tblVehicleEF	LHD2	9.5740e-003	9.3373e-003
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tblVehicleEF	LHD2	0.01	0.02
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tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.34
tblVehicleEF	LHD2	0.12	0.06
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tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.1630e-003	0.02
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.34
tblVehicleEF	LHD2	0.14	0.06
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tblVehicleEF	LHD2	9.6490e-003	0.01
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	0.40	0.50
tblVehicleEF	LHD2	1.44	0.77
tblVehicleEF	LHD2	13.72	13.73
tblVehicleEF	LHD2	622.35	705.65

tblVehicleEF	LHD2	28.04	9.60
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.91	0.96
tblVehicleEF	LHD2	0.60	0.24
tblVehicleEF	LHD2	1.2020e-003	1.2482e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	9.7797e-003
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tblVehicleEF	LHD2	1.2860e-003	0.03
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.7900e-004	0.01
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.38
tblVehicleEF	LHD2	0.13	0.06
tblVehicleEF	LHD2	1.3400e-004	1.3165e-004
tblVehicleEF	LHD2	6.0660e-003	6.5433e-003
tblVehicleEF	LHD2	3.0700e-004	9.4977e-005
tblVehicleEF	LHD2	1.2860e-003	0.03
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.7900e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.38

tblVehicleEF	LHD2	0.14	0.06
tblVehicleEF	MCY	0.51	0.37
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.07	19.32
tblVehicleEF	MCY	9.63	8.50
tblVehicleEF	MCY	182.98	219.34
tblVehicleEF	MCY	45.23	60.15
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.2410e-003	2.2306e-003
tblVehicleEF	MCY	3.8530e-003	3.2635e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0960e-003	2.0861e-003
tblVehicleEF	MCY	3.6310e-003	3.0754e-003
tblVehicleEF	MCY	1.14	2.33
tblVehicleEF	MCY	0.68	0.70
tblVehicleEF	MCY	0.68	1.40
tblVehicleEF	MCY	2.50	2.52
tblVehicleEF	MCY	0.64	2.04
tblVehicleEF	MCY	2.06	1.83
tblVehicleEF	MCY	2.2170e-003	2.1706e-003
tblVehicleEF	MCY	6.7000e-004	5.9522e-004
tblVehicleEF	MCY	1.14	2.33
tblVehicleEF	MCY	0.68	0.70
tblVehicleEF	MCY	0.68	1.40
tblVehicleEF	MCY	3.10	3.11
tblVehicleEF	MCY	0.64	2.04

tblVehicleEF	MCY	2.25	1.99
tblVehicleEF	MCY	0.50	0.36
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	18.47	18.69
tblVehicleEF	MCY	8.84	7.77
tblVehicleEF	MCY	182.98	218.13
tblVehicleEF	MCY	45.23	58.30
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.2410e-003	2.2306e-003
tblVehicleEF	MCY	3.8530e-003	3.2635e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0960e-003	2.0861e-003
tblVehicleEF	MCY	3.6310e-003	3.0754e-003
tblVehicleEF	MCY	1.89	3.84
tblVehicleEF	MCY	0.78	0.80
tblVehicleEF	MCY	1.20	2.43
tblVehicleEF	MCY	2.44	2.45
tblVehicleEF	MCY	0.60	1.93
tblVehicleEF	MCY	1.84	1.62
tblVehicleEF	MCY	2.2050e-003	2.1586e-003
tblVehicleEF	MCY	6.5100e-004	5.7692e-004
tblVehicleEF	MCY	1.89	3.84
tblVehicleEF	MCY	0.78	0.80
tblVehicleEF	MCY	1.20	2.43
tblVehicleEF	MCY	3.03	3.04
tblVehicleEF	MCY	0.60	1.93

tblVehicleEF	MCY	2.00	1.76
tblVehicleEF	MCY	0.51	0.37
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.09	19.34
tblVehicleEF	MCY	9.71	8.58
tblVehicleEF	MCY	182.98	219.40
tblVehicleEF	MCY	45.23	60.36
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.2410e-003	2.2306e-003
tblVehicleEF	MCY	3.8530e-003	3.2635e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.0960e-003	2.0861e-003
tblVehicleEF	MCY	3.6310e-003	3.0754e-003
tblVehicleEF	MCY	1.26	2.56
tblVehicleEF	MCY	0.89	0.91
tblVehicleEF	MCY	0.68	1.38
tblVehicleEF	MCY	2.51	2.52
tblVehicleEF	MCY	0.73	2.34
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.2170e-003	2.1712e-003
tblVehicleEF	MCY	6.7300e-004	5.9735e-004
tblVehicleEF	MCY	1.26	2.56
tblVehicleEF	MCY	0.89	0.91
tblVehicleEF	MCY	0.68	1.38
tblVehicleEF	MCY	3.11	3.12
tblVehicleEF	MCY	0.73	2.34

tblVehicleEF	MCY	2.28	2.02
tblVehicleEF	MDV	0.01	7.0843e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.48	1.33
tblVehicleEF	MDV	2.84	3.27
tblVehicleEF	MDV	515.84	429.78
tblVehicleEF	MDV	107.54	87.23
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.26	0.38
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2020e-003	2.0253e-003
tblVehicleEF	MDV	2.5070e-003	2.1383e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0310e-003	1.8680e-003
tblVehicleEF	MDV	2.3070e-003	1.9676e-003
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.17	0.15
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.45
tblVehicleEF	MDV	0.22	0.44
tblVehicleEF	MDV	5.1700e-003	4.2419e-003
tblVehicleEF	MDV	1.1250e-003	8.6120e-004
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.17	0.15
tblVehicleEF	MDV	0.07	0.43
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.09	0.45

tblVehicleEF	MDV	0.24	0.48
tblVehicleEF	MDV	0.01	7.5313e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	1.62	1.46
tblVehicleEF	MDV	2.43	2.78
tblVehicleEF	MDV	541.35	444.65
tblVehicleEF	MDV	107.54	86.28
tblVehicleEF	MDV	0.14	0.11
tblVehicleEF	MDV	0.24	0.35
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2020e-003	2.0253e-003
tblVehicleEF	MDV	2.5070e-003	2.1383e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0310e-003	1.8680e-003
tblVehicleEF	MDV	2.3070e-003	1.9676e-003
tblVehicleEF	MDV	0.12	0.68
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	0.11	0.64
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.43
tblVehicleEF	MDV	0.19	0.39
tblVehicleEF	MDV	5.4270e-003	4.3886e-003
tblVehicleEF	MDV	1.1180e-003	8.5186e-004
tblVehicleEF	MDV	0.12	0.68
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	0.11	0.64
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.09	0.43

tblVehicleEF	MDV	0.21	0.43
tblVehicleEF	MDV	0.01	6.9587e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.43	1.29
tblVehicleEF	MDV	2.91	3.36
tblVehicleEF	MDV	507.96	425.19
tblVehicleEF	MDV	107.54	87.39
tblVehicleEF	MDV	0.16	0.12
tblVehicleEF	MDV	0.26	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2020e-003	2.0253e-003
tblVehicleEF	MDV	2.5070e-003	2.1383e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0310e-003	1.8680e-003
tblVehicleEF	MDV	2.3070e-003	1.9676e-003
tblVehicleEF	MDV	0.07	0.41
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	0.07	0.42
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.52
tblVehicleEF	MDV	0.22	0.45
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tblVehicleEF	MDV	1.1270e-003	8.6284e-004
tblVehicleEF	MDV	0.07	0.41
tblVehicleEF	MDV	0.18	0.16
tblVehicleEF	MDV	0.07	0.42
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.11	0.52

tblVehicleEF	MDV	0.25	0.49
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.62	1.41
tblVehicleEF	MH	6.15	2.18
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tblVehicleEF	MH	59.77	19.37
tblVehicleEF	MH	1.30	1.31
tblVehicleEF	MH	0.84	0.24
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.0650e-003	2.5764e-004
tblVehicleEF	MH	1.12	0.97
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.02	1.52
tblVehicleEF	MH	0.35	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0500e-004	1.9164e-004
tblVehicleEF	MH	1.12	0.97
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.46	0.39
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.52

tblVehicleEF	MH	0.39	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.70	1.44
tblVehicleEF	MH	5.78	2.06
tblVehicleEF	MH	1,110.38	1,505.06
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tblVehicleEF	MH	0.81	0.23
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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
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tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.70	0.60
tblVehicleEF	MH	0.10	0.07
tblVehicleEF	MH	0.02	1.49
tblVehicleEF	MH	0.34	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.9800e-004	1.8951e-004
tblVehicleEF	MH	1.71	1.47
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.70	0.60
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.49

tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.60	1.40
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tblVehicleEF	MH	1.28	1.28
tblVehicleEF	MH	0.85	0.24
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1580e-003	2.8021e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2140e-003	3.2604e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.0650e-003	2.5764e-004
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tblVehicleEF	MH	0.48	0.40
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tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0600e-004	1.9191e-004
tblVehicleEF	MH	1.27	1.09
tblVehicleEF	MH	0.09	0.08
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	1.60

tblVehicleEF	MH	0.39	0.11
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tblVehicleEF	MHD	0.37	0.38
tblVehicleEF	MHD	0.37	0.62
tblVehicleEF	MHD	6.40	1.33
tblVehicleEF	MHD	139.27	66.25
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tblVehicleEF	MHD	0.01	0.01
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003
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tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	7.5100e-004	3.8610e-004
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tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.39	0.06

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tblVehicleEF	MHD	7.2600e-004	1.1359e-004
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tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.43	0.07
tblVehicleEF	MHD	0.02	4.0150e-003
tblVehicleEF	MHD	4.8890e-003	6.7951e-003
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tblVehicleEF	MHD	0.27	0.31
tblVehicleEF	MHD	0.37	0.62
tblVehicleEF	MHD	6.08	1.27
tblVehicleEF	MHD	147.51	67.47
tblVehicleEF	MHD	1,142.63	1,077.51
tblVehicleEF	MHD	61.37	11.36
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tblVehicleEF	MHD	10.41	1.12
tblVehicleEF	MHD	2.4100e-004	1.5253e-003
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	5.6400e-003	0.06
tblVehicleEF	MHD	8.3800e-004	1.2597e-004
tblVehicleEF	MHD	2.3000e-004	1.4593e-003
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003

tblVehicleEF	MHD	5.3920e-003	0.06
tblVehicleEF	MHD	7.7000e-004	1.1583e-004
tblVehicleEF	MHD	1.8360e-003	9.4355e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.1140e-003	5.7190e-004
tblVehicleEF	MHD	0.05	0.11
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.38	0.06
tblVehicleEF	MHD	1.4190e-003	6.4117e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.2000e-004	1.1246e-004
tblVehicleEF	MHD	1.8360e-003	9.4355e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.1140e-003	5.7190e-004
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.41	0.06
tblVehicleEF	MHD	0.02	4.5604e-003
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tblVehicleEF	MHD	0.05	0.01
tblVehicleEF	MHD	0.51	0.48
tblVehicleEF	MHD	0.36	0.62
tblVehicleEF	MHD	6.44	1.34
tblVehicleEF	MHD	127.88	64.56
tblVehicleEF	MHD	1,142.63	1,077.50
tblVehicleEF	MHD	61.37	11.50
tblVehicleEF	MHD	0.53	0.54
tblVehicleEF	MHD	1.17	2.19

tblVehicleEF	MHD	10.46	1.13
tblVehicleEF	MHD	3.4800e-004	2.1951e-003
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	5.6400e-003	0.06
tblVehicleEF	MHD	8.3800e-004	1.2597e-004
tblVehicleEF	MHD	3.3300e-004	2.1002e-003
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	5.3920e-003	0.06
tblVehicleEF	MHD	7.7000e-004	1.1583e-004
tblVehicleEF	MHD	1.2570e-003	6.4672e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	7.4900e-004	3.8416e-004
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.40	0.06
tblVehicleEF	MHD	1.2340e-003	6.1329e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.2700e-004	1.1376e-004
tblVehicleEF	MHD	1.2570e-003	6.4672e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	7.4900e-004	3.8416e-004
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.43	0.07
tblVehicleEF	OBUS	0.01	8.8879e-003
tblVehicleEF	OBUS	8.8560e-003	9.8021e-003

tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.58
tblVehicleEF	OBUS	0.60	1.03
tblVehicleEF	OBUS	5.82	2.48
tblVehicleEF	OBUS	101.41	91.80
tblVehicleEF	OBUS	1,248.18	1,426.20
tblVehicleEF	OBUS	68.92	19.89
tblVehicleEF	OBUS	0.52	0.58
tblVehicleEF	OBUS	1.64	2.02
tblVehicleEF	OBUS	2.45	0.65
tblVehicleEF	OBUS	1.8100e-004	2.2650e-003
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2920e-003	0.04
tblVehicleEF	OBUS	8.1000e-004	1.9813e-004
tblVehicleEF	OBUS	1.7300e-004	2.1670e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	7.9180e-003	0.04
tblVehicleEF	OBUS	7.4500e-004	1.8217e-004
tblVehicleEF	OBUS	1.5420e-003	1.9638e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	7.9500e-004	9.7327e-004
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	9.8000e-004	8.7361e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9100e-004	1.9678e-004

tblVehicleEF	OBUS	1.5420e-003	1.9638e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.08
tblVehicleEF	OBUS	7.9500e-004	9.7327e-004
tblVehicleEF	OBUS	0.08	0.13
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	OBUS	0.01	8.9075e-003
tblVehicleEF	OBUS	9.0120e-003	9.9437e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.55
tblVehicleEF	OBUS	0.61	1.05
tblVehicleEF	OBUS	5.49	2.34
tblVehicleEF	OBUS	106.43	92.46
tblVehicleEF	OBUS	1,248.18	1,426.22
tblVehicleEF	OBUS	68.92	19.65
tblVehicleEF	OBUS	0.54	0.58
tblVehicleEF	OBUS	1.54	1.90
tblVehicleEF	OBUS	2.41	0.64
tblVehicleEF	OBUS	1.5300e-004	1.9140e-003
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2920e-003	0.04
tblVehicleEF	OBUS	8.1000e-004	1.9813e-004
tblVehicleEF	OBUS	1.4600e-004	1.8312e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	7.9180e-003	0.04
tblVehicleEF	OBUS	7.4500e-004	1.8217e-004
tblVehicleEF	OBUS	2.3150e-003	2.9329e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	1.1850e-003	1.4407e-003
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.04	0.25
tblVehicleEF	OBUS	0.35	0.11
tblVehicleEF	OBUS	1.0280e-003	8.7986e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8600e-004	1.9444e-004
tblVehicleEF	OBUS	2.3150e-003	2.9329e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.08
tblVehicleEF	OBUS	1.1850e-003	1.4407e-003
tblVehicleEF	OBUS	0.08	0.13
tblVehicleEF	OBUS	0.04	0.25
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	0.01	8.8819e-003
tblVehicleEF	OBUS	8.8190e-003	9.7681e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.30	0.62
tblVehicleEF	OBUS	0.60	1.03
tblVehicleEF	OBUS	5.87	2.51
tblVehicleEF	OBUS	94.47	90.88
tblVehicleEF	OBUS	1,248.18	1,426.19
tblVehicleEF	OBUS	68.92	19.92
tblVehicleEF	OBUS	0.50	0.58
tblVehicleEF	OBUS	1.61	1.99
tblVehicleEF	OBUS	2.46	0.65
tblVehicleEF	OBUS	2.2000e-004	2.7496e-003
tblVehicleEF	OBUS	0.13	0.13

tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2920e-003	0.04
tblVehicleEF	OBUS	8.1000e-004	1.9813e-004
tblVehicleEF	OBUS	2.1100e-004	2.6307e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	7.9180e-003	0.04
tblVehicleEF	OBUS	7.4500e-004	1.8217e-004
tblVehicleEF	OBUS	1.5930e-003	2.0623e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	7.9000e-004	9.7272e-004
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.04	0.28
tblVehicleEF	OBUS	0.37	0.12
tblVehicleEF	OBUS	9.1400e-004	8.6497e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	1.9717e-004
tblVehicleEF	OBUS	1.5930e-003	2.0623e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	7.9000e-004	9.7272e-004
tblVehicleEF	OBUS	0.08	0.13
tblVehicleEF	OBUS	0.04	0.28
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	SBUS	0.86	0.07
tblVehicleEF	SBUS	0.01	8.4751e-003
tblVehicleEF	SBUS	0.07	6.7636e-003
tblVehicleEF	SBUS	7.86	2.85
tblVehicleEF	SBUS	0.81	0.74

tblVehicleEF	SBUS	7.59	0.94
tblVehicleEF	SBUS	1,145.91	356.67
tblVehicleEF	SBUS	1,100.55	1,120.36
tblVehicleEF	SBUS	52.66	5.66
tblVehicleEF	SBUS	10.04	3.42
tblVehicleEF	SBUS	4.66	5.27
tblVehicleEF	SBUS	12.61	0.76
tblVehicleEF	SBUS	0.01	4.7840e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.2400e-004	5.1407e-005
tblVehicleEF	SBUS	0.01	4.5770e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6950e-003	2.6703e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.6600e-004	4.7267e-005
tblVehicleEF	SBUS	3.5840e-003	1.0941e-003
tblVehicleEF	SBUS	0.03	9.1147e-003
tblVehicleEF	SBUS	0.95	0.33
tblVehicleEF	SBUS	1.8010e-003	5.5205e-004
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.40	0.04
tblVehicleEF	SBUS	0.01	3.4041e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5800e-004	5.6026e-005
tblVehicleEF	SBUS	3.5840e-003	1.0941e-003
tblVehicleEF	SBUS	0.03	9.1147e-003
tblVehicleEF	SBUS	1.36	0.48

tblVehicleEF	SBUS	1.8010e-003	5.5205e-004
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.44	0.04
tblVehicleEF	SBUS	0.86	0.07
tblVehicleEF	SBUS	0.01	8.5774e-003
tblVehicleEF	SBUS	0.06	5.9419e-003
tblVehicleEF	SBUS	7.74	2.81
tblVehicleEF	SBUS	0.82	0.75
tblVehicleEF	SBUS	6.05	0.75
tblVehicleEF	SBUS	1,198.55	365.91
tblVehicleEF	SBUS	1,100.55	1,120.38
tblVehicleEF	SBUS	52.66	5.34
tblVehicleEF	SBUS	10.36	3.51
tblVehicleEF	SBUS	4.39	4.97
tblVehicleEF	SBUS	12.58	0.76
tblVehicleEF	SBUS	9.1400e-003	4.0396e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.2400e-004	5.1407e-005
tblVehicleEF	SBUS	8.7450e-003	3.8649e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6950e-003	2.6703e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.6600e-004	4.7267e-005
tblVehicleEF	SBUS	5.4730e-003	1.6701e-003
tblVehicleEF	SBUS	0.03	9.3241e-003
tblVehicleEF	SBUS	0.94	0.33
tblVehicleEF	SBUS	2.7640e-003	8.4478e-004

tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.35	0.03
tblVehicleEF	SBUS	0.01	3.4914e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.3200e-004	5.2817e-005
tblVehicleEF	SBUS	5.4730e-003	1.6701e-003
tblVehicleEF	SBUS	0.03	9.3241e-003
tblVehicleEF	SBUS	1.36	0.48
tblVehicleEF	SBUS	2.7640e-003	8.4478e-004
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.39	0.04
tblVehicleEF	SBUS	0.86	0.07
tblVehicleEF	SBUS	0.01	8.4522e-003
tblVehicleEF	SBUS	0.07	6.9123e-003
tblVehicleEF	SBUS	8.04	2.91
tblVehicleEF	SBUS	0.81	0.73
tblVehicleEF	SBUS	7.81	0.97
tblVehicleEF	SBUS	1,073.20	343.92
tblVehicleEF	SBUS	1,100.55	1,120.36
tblVehicleEF	SBUS	52.66	5.71
tblVehicleEF	SBUS	9.59	3.31
tblVehicleEF	SBUS	4.58	5.18
tblVehicleEF	SBUS	12.62	0.76
tblVehicleEF	SBUS	0.01	5.8119e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.2400e-004	5.1407e-005

tblVehicleEF	SBUS	0.01	5.5605e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6950e-003	2.6703e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.6600e-004	4.7267e-005
tblVehicleEF	SBUS	3.6410e-003	1.1083e-003
tblVehicleEF	SBUS	0.03	9.7271e-003
tblVehicleEF	SBUS	0.95	0.33
tblVehicleEF	SBUS	1.7750e-003	5.4665e-004
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.41	0.04
tblVehicleEF	SBUS	0.01	3.2836e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6200e-004	5.6492e-005
tblVehicleEF	SBUS	3.6410e-003	1.1083e-003
tblVehicleEF	SBUS	0.03	9.7271e-003
tblVehicleEF	SBUS	1.37	0.48
tblVehicleEF	SBUS	1.7750e-003	5.4665e-004
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.45	0.04
tblVehicleEF	UBUS	2.55	5.90
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	11.13	39.55
tblVehicleEF	UBUS	10.45	0.96
tblVehicleEF	UBUS	1,944.71	1,954.62
tblVehicleEF	UBUS	106.29	11.90
tblVehicleEF	UBUS	9.26	1.24
tblVehicleEF	UBUS	14.96	0.12

tblVehicleEF	UBUS	0.59	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.12	3.5593e-003
tblVehicleEF	UBUS	1.1200e-003	5.3499e-005
tblVehicleEF	UBUS	0.25	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	5.0680e-003	9.5675e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8390e-003	7.4891e-004
tblVehicleEF	UBUS	0.81	0.09
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.79	0.07
tblVehicleEF	UBUS	9.7260e-003	2.3870e-003
tblVehicleEF	UBUS	1.2510e-003	1.1780e-004
tblVehicleEF	UBUS	5.0680e-003	9.5675e-004
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	2.8390e-003	7.4891e-004
tblVehicleEF	UBUS	3.46	6.03
tblVehicleEF	UBUS	0.03	0.08
tblVehicleEF	UBUS	0.87	0.07
tblVehicleEF	UBUS	2.55	5.90
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	11.19	39.55
tblVehicleEF	UBUS	9.06	0.85
tblVehicleEF	UBUS	1,944.71	1,954.62
tblVehicleEF	UBUS	106.29	11.70
tblVehicleEF	UBUS	8.72	1.23
tblVehicleEF	UBUS	14.90	0.12

tblVehicleEF	UBUS	0.59	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.12	3.5593e-003
tblVehicleEF	UBUS	1.1200e-003	5.3499e-005
tblVehicleEF	UBUS	0.25	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	7.4290e-003	1.4100e-003
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	4.1940e-003	1.0759e-003
tblVehicleEF	UBUS	0.82	0.09
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.73	0.06
tblVehicleEF	UBUS	9.7270e-003	2.3871e-003
tblVehicleEF	UBUS	1.2270e-003	1.1577e-004
tblVehicleEF	UBUS	7.4290e-003	1.4100e-003
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	4.1940e-003	1.0759e-003
tblVehicleEF	UBUS	3.47	6.03
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.80	0.07
tblVehicleEF	UBUS	2.55	5.90
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	11.12	39.55
tblVehicleEF	UBUS	10.63	0.98
tblVehicleEF	UBUS	1,944.71	1,954.62
tblVehicleEF	UBUS	106.29	11.94
tblVehicleEF	UBUS	9.08	1.24
tblVehicleEF	UBUS	14.97	0.12

tblVehicleEF	UBUS	0.59	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.12	3.5593e-003
tblVehicleEF	UBUS	1.1200e-003	5.3499e-005
tblVehicleEF	UBUS	0.25	0.03
tblVehicleEF	UBUS	3.0000e-003	7.6074e-003
tblVehicleEF	UBUS	0.11	3.4008e-003
tblVehicleEF	UBUS	1.0290e-003	4.9191e-005
tblVehicleEF	UBUS	5.7210e-003	9.3392e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0070e-003	7.1788e-004
tblVehicleEF	UBUS	0.81	0.09
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	0.80	0.07
tblVehicleEF	UBUS	9.7250e-003	2.3870e-003
tblVehicleEF	UBUS	1.2540e-003	1.1811e-004
tblVehicleEF	UBUS	5.7210e-003	9.3392e-004
tblVehicleEF	UBUS	0.10	0.01
tblVehicleEF	UBUS	3.0070e-003	7.1788e-004
tblVehicleEF	UBUS	3.46	6.03
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	0.88	0.07
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	15.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.20	0.85
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	2.44	0.85
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	2.74	0.85
tblVehicleTrips	WD_TR	11.03	0.00
tblWoodstoves	NumberCatalytic	4.80	0.00
tblWoodstoves	NumberNoncatalytic	4.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.1156	10.2053	9.7264	0.0151	1.1948	0.6096	1.6620	0.4223	0.5775	0.9998	0.0000	1,435.7810	1,435.7810	0.3567	0.0000	1,443.3474
2021	9.4665	16.2296	16.1711	0.0256	0.0000	0.8950	0.8950	0.0000	0.8344	0.8344	0.0000	2,420.0064	2,420.0064	0.6777	0.0000	2,436.9485
Maximum	**9.4665**	**16.2296**	**16.1711**	**0.0256**	**1.1948**	**0.8950**	**1.6620**	**0.4223**	**0.8344**	**0.9998**	**0.0000**	**2,420.0064**	**2,420.0064**	**0.6777**	**0.0000**	**2,436.9485**

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					
2020	1.1156	10.2053	9.7264	0.0151	0.4660	0.6096	0.9332	0.1647	0.5775	0.7422	0.0000	1,435.7810	1,435.7810	0.3567	0.0000	1,443.3474
2021	9.4665	16.2296	16.1711	0.0256	0.0000	0.8950	0.8950	0.0000	0.8344	0.8344	0.0000	2,420.0063	2,420.0063	0.6777	0.0000	2,436.9485
Maximum	**9.4665**	**16.2296**	**16.1711**	**0.0256**	**0.4660**	**0.8950**	**0.9332**	**0.1647**	**0.8344**	**0.8344**	**0.0000**	**2,420.0063**	**2,420.0063**	**0.6777**	**0.0000**	**2,436.9485**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.00**	**0.00**	**28.50**	**61.00**	**0.00**	**14.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Energy	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
Mobile	0.3450	0.7451	3.2217	9.8600e-003	0.9438	0.0128	0.9566	0.2521	0.0121	0.2641		1,017.8716	1,017.8716	0.0564		1,019.2825
Total	**2.2454**	**1.1915**	**11.3291**	**0.0125**	**0.9438**	**0.0850**	**1.0289**	**0.2521**	**0.0843**	**0.3364**	**0.0000**	**1,482.0532**	**1,482.0532**	**0.0789**	**8.2500e-003**	**1,486.4836**

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	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Energy	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
Mobile	0.3450	0.7451	3.2217	9.8600e-003	0.9438	0.0128	0.9566	0.2521	0.0121	0.2641		1,017.8716	1,017.8716	0.0564		1,019.2825
Total	**2.2454**	**1.1915**	**11.3291**	**0.0125**	**0.9438**	**0.0850**	**1.0289**	**0.2521**	**0.0843**	**0.3364**	**0.0000**	**1,482.0532**	**1,482.0532**	**0.0789**	**8.2500e-003**	**1,486.4836**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/17/2020	5	12	
2	Grading	Grading	10/18/2020	11/14/2020	5	20	
3	Building Construction	Building Construction	11/15/2020	9/30/2021	5	229	
4	Architectural Coating	Architectural Coating	7/1/2021	9/30/2021	5	66	
5	Paving	Paving	9/1/2021	9/30/2021	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.4

Acres of Paving: 0.05

Residential Indoor: 122,363; Residential Outdoor: 40,788; Non-Residential Indoor: 20,876; Non-Residential Outdoor: 6,959; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rollers	1	8.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2020

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					1.1948	0.0000	1.1948	0.1809	0.0000	0.1809			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**1.1948**	**0.4672**	**1.6620**	**0.1809**	**0.4457**	**0.6266**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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

Mitigated Construction On-Site

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

Category	lb/day										lb/day					
Fugitive Dust					0.4660	0.0000	0.4660	0.0706	0.0000	0.0706			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.4660**	**0.4672**	**0.9332**	**0.0706**	**0.4457**	**0.5162**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8148	0.0000	0.8148	0.4223	0.0000	0.4223			0.0000			0.0000
Off-Road	1.1156	10.2053	9.7264	0.0151		0.6096	0.6096		0.5775	0.5775		1,435.7810	1,435.7810	0.3027		1,443.3474
Total	**1.1156**	**10.2053**	**9.7264**	**0.0151**	**0.8148**	**0.6096**	**1.4245**	**0.4223**	**0.5775**	**0.9998**		**1,435.7810**	**1,435.7810**	**0.3027**		**1,443.3474**

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3178	0.0000	0.3178	0.1647	0.0000	0.1647			0.0000			0.0000
Off-Road	1.1156	10.2053	9.7264	0.0151		0.6096	0.6096		0.5775	0.5775	0.0000	1,435.7810	1,435.7810	0.3027		1,443.3474
Total	**1.1156**	**10.2053**	**9.7264**	**0.0151**	**0.3178**	**0.6096**	**0.9274**	**0.1647**	**0.5775**	**0.7422**	**0.0000**	**1,435.7810**	**1,435.7810**	**0.3027**		**1,443.3474**

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

3.4 Building Construction - 2020

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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

3.5 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.7512					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**7.9701**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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

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	7.7512					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**7.9701**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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

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	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3450	0.7451	3.2217	9.8600e-003	0.9438	0.0128	0.9566	0.2521	0.0121	0.2641		1,017.8716	1,017.8716	0.0564		1,019.2825
Unmitigated	0.3450	0.7451	3.2217	9.8600e-003	0.9438	0.0128	0.9566	0.2521	0.0121	0.2641		1,017.8716	1,017.8716	0.0564		1,019.2825

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Congregate Care (Assisted Living)	81.60	81.60	81.60	445,536	445,536
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Total	81.60	81.60	81.60	445,536	445,536

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Congregate Care (Assisted Living)	15.00	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
Congregate Care (Assisted Living)	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
Enclosed Parking with Elevator	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972
General Office Building	0.554152	0.057537	0.182317	0.122637	0.023522	0.006023	0.019441	0.025768	0.001219	0.001462	0.004298	0.000653	0.000972

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876
NaturalGas Unmitigated	0.0412	0.3547	0.1669	2.2500e-003		0.0285	0.0285		0.0285	0.0285		449.9140	449.9140	8.6200e-003	8.2500e-003	452.5876

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Congregate Care (Assisted Living)	3431.16	0.0370	0.3162	0.1346	2.0200e-003		0.0256	0.0256		0.0256	0.0256		403.6660	403.6660	7.7400e-003	7.4000e-003	406.0648
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	393.108	4.2400e-003	0.0385	0.0324	2.3000e-004		2.9300e-003	2.9300e-003		2.9300e-003	2.9300e-003		46.2480	46.2480	8.9000e-004	8.5000e-004	46.5228
Total		**0.0412**	**0.3548**	**0.1669**	**2.2500e-003**		**0.0285**	**0.0285**		**0.0285**	**0.0285**		**449.9140**	**449.9140**	**8.6300e-003**	**8.2500e-003**	**452.5876**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Congregate Care (Assisted Living)	3.43116	0.0370	0.3162	0.1346	2.0200e-003		0.0256	0.0256		0.0256	0.0256		403.6660	403.6660	7.7400e-003	7.4000e-003	406.0648
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.393108	4.2400e-003	0.0385	0.0324	2.3000e-004		2.9300e-003	2.9300e-003		2.9300e-003	2.9300e-003		46.2480	46.2480	8.9000e-004	8.5000e-004	46.5228
Total		**0.0412**	**0.3548**	**0.1669**	**2.2500e-003**		**0.0285**	**0.0285**		**0.0285**	**0.0285**		**449.9140**	**449.9140**	**8.6300e-003**	**8.2500e-003**	**452.5876**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136
Unmitigated	1.8592	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	14.2676	14.2676	0.0138	0.0000	14.6136

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1402					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4782					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2408	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438		14.2676	14.2676	0.0138		14.6136
Total	**1.8592**	**0.0917**	**7.9404**	**4.2000e-004**		**0.0438**	**0.0438**		**0.0438**	**0.0438**	**0.0000**	**14.2676**	**14.2676**	**0.0138**	**0.0000**	**14.6136**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1402					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4782					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2408	0.0917	7.9404	4.2000e-004		0.0438	0.0438		0.0438	0.0438		14.2676	14.2676	0.0138		14.6136
Total	**1.8592**	**0.0917**	**7.9404**	**4.2000e-004**		**0.0438**	**0.0438**		**0.0438**	**0.0438**	**0.0000**	**14.2676**	**14.2676**	**0.0138**	**0.0000**	**14.6136**

7.0 Water Detail

7.1 Mitigation Measures Water

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

Appendix D

SCAQMD Rule 403 (Fugitive Dust)

ESA

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)
(Amended June 3, 2005)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) COMMERCIAL POULTRY RANCH means any building, structure, enclosure, or premises where more than 100 fowl are kept or maintained for the primary purpose of producing eggs or meat for sale or other distribution.

(10) CONFINED ANIMAL FACILITY means a source or group of sources of air pollution at an agricultural source for the raising of 3,360 or more fowl or 50 or more animals, including but not limited to, any structure, building, installation, farm, corral, coop, feed storage area, milking parlor, or system for the collection, storage, or distribution of solid and liquid manure; if domesticated animals, including horses, sheep, goats, swine, beef cattle, rabbits, chickens, turkeys, or ducks are corralled, penned, or otherwise caused to remain in restricted areas for commercial agricultural purposes and feeding is by means other than grazing.

(11) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(12) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(13) DAIRY FARM is an operation on a property, or set of properties that are contiguous or separated only by a public right-of-way, that raises cows or

produces milk from cows for the purpose of making a profit or for a livelihood. Heifer and calf farms are dairy farms.

(14) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(15) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(16) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(17) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(18) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(19) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(20) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(21) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic

meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(22) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(23) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(24) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(25) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(26) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(27) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(28) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(29) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(30) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange

County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(31) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(32) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(34) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(35) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(36) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(37) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(6) Beginning January 1, 2006, any person who operates or authorizes the operation of a confined animal facility subject to this Rule shall implement the applicable conservation management practices specified in Table 4 of this Rule.

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation

Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Dairy farms.

(B) Confined animal facilities provided that the combined disturbed surface area within one continuous property line is one acre or less.

(C) Agricultural vegetative crop operations provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(D) Agricultural vegetative crop operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(E) Agricultural vegetative crop operations outside the South Coast Air Basin whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(F) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(G) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(H) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(I) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(J) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities, and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(K) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for

each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).