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# **8978 Haven Ave. Warehouse**

## **AIR QUALITY IMPACT ANALYSIS**

**CITY OF RANCHO CUCAMONGA**

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## **LIST OF ABBREVIATED TERMS**

(1)	Reference
$\mu\text{g}/\text{m}^3$	Microgram per Cubic Meter
AADT	Annual Average Daily Trips
AQIA	Air Quality Impact Analysis
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BACM	Best Available Control Measures
BMPs	Best Management Practices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
LST	Localized Significance Threshold
NAAQS	National Ambient Air Quality Standards
$\text{NO}_2$	Nitrogen Dioxide
$\text{NO}_x$	Oxides of Nitrogen
Pb	Lead
$\text{PM}_{10}$	Particulate Matter 10 microns in diameter or less
$\text{PM}_{2.5}$	Particulate Matter 2.5 microns in diameter or less
PPM	Parts Per Million
Project	8978 Haven Ave. Warehouse
ROG	Reactive Organic Gases
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SIPs	State Implementation Plans
SRA	Source Receptor Area
TAC	Toxic Air Contaminant
TIA	Traffic Impact Analysis
TOG	Total Organic Gases

VMT

Vehicle Miles Traveled

## EXECUTIVE SUMMARY

### **CONSTRUCTION-SOURCE EMISSIONS**

#### *REGIONAL IMPACTS*

For regional emissions, the Project would not exceed the numerical thresholds of significance established by the South Coast Air Quality Management District (SCAQMD) for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation measures are required.

#### *LOCALIZED IMPACTS*

Project construction-source emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant. Therefore, a less than significant impact would occur.

#### *ODORS*

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less-than-significant.

### **OPERATIONAL-SOURCE EMISSIONS**

#### *REGIONAL IMPACTS*

For regional emissions, the Project would not exceed the numerical thresholds of significance established by the SCAQMD. Additionally, the proposed Project would result in fewer impacts when compared to emissions associated with the existing use. Thus, a less than significant impact would occur for Project-related operational-source emissions and no mitigation measures are required.

#### *LOCALIZED IMPACTS*

Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the operational LSTs section of this report. The proposed Project would not result in a significant CO "hotspot" as a result of Project related traffic during ongoing operations.

#### *ODORS*

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include

disposal of miscellaneous refuse. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances (1). Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Potential operational-source odor impacts are therefore considered less-than-significant.



# 1 INTRODUCTION

This report presents the results of the air quality impact analysis (AQIA) prepared by Urban Crossroads, Inc., for the proposed 8978 Haven Ave. Warehouse ("Project").

The purpose of this AQIA is to evaluate the potential impacts to air quality associated with construction and operation of the proposed Project and recommend measures to mitigate impacts considered potentially significant in comparison to thresholds established by the South Coast Air Quality Management District (SCAQMD).

## 1.1 SITE LOCATION

The proposed 8978 Haven Ave. Warehouse Project is located west of Haven Avenue at 8th Street in the City of Rancho Cucamonga, as shown on Exhibit 1-A. The Project site is located roughly 170 feet south of existing Southern California Regional Rail Authority and Metrolink railroad lines. The Ontario International Airport (ONT) is located approximately 2.15 miles south of the Project site. The Project site is currently occupied by TMT Industries and includes existing industrial and truck activities on-site. Additional existing industrial uses are located west, east, and south of the Project site; with vacant land located east of the Project site, and office uses located east across Haven Avenue. Existing residential uses in the Project study area include one existing residential home east of the Project site on 8<sup>th</sup> Street, and additional homes located north of the Project site on Humboldt Avenue.

## 1.2 PROJECT DESCRIPTION

It is our understanding that the Project is proposed to include the development of 120,628 square feet of general warehouse use, as shown on Exhibit 1-B. For the purposes of this AQIA, it is assumed that the Project will be developed in a single phase with an Opening Year of 2020.

## 1.3 CONSTRUCTION-SOURCE AIR POLLUTANT EMISSIONS MITIGATION MEASURES

### 1.3.1 MONITORING OF AND COMPLIANCE WITH STANDARD REGULATORY REQUIREMENTS/BEST AVAILABLE CONTROL MEASURES (BACMs)

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) (2) and Rule 403 (Fugitive Dust) (3).

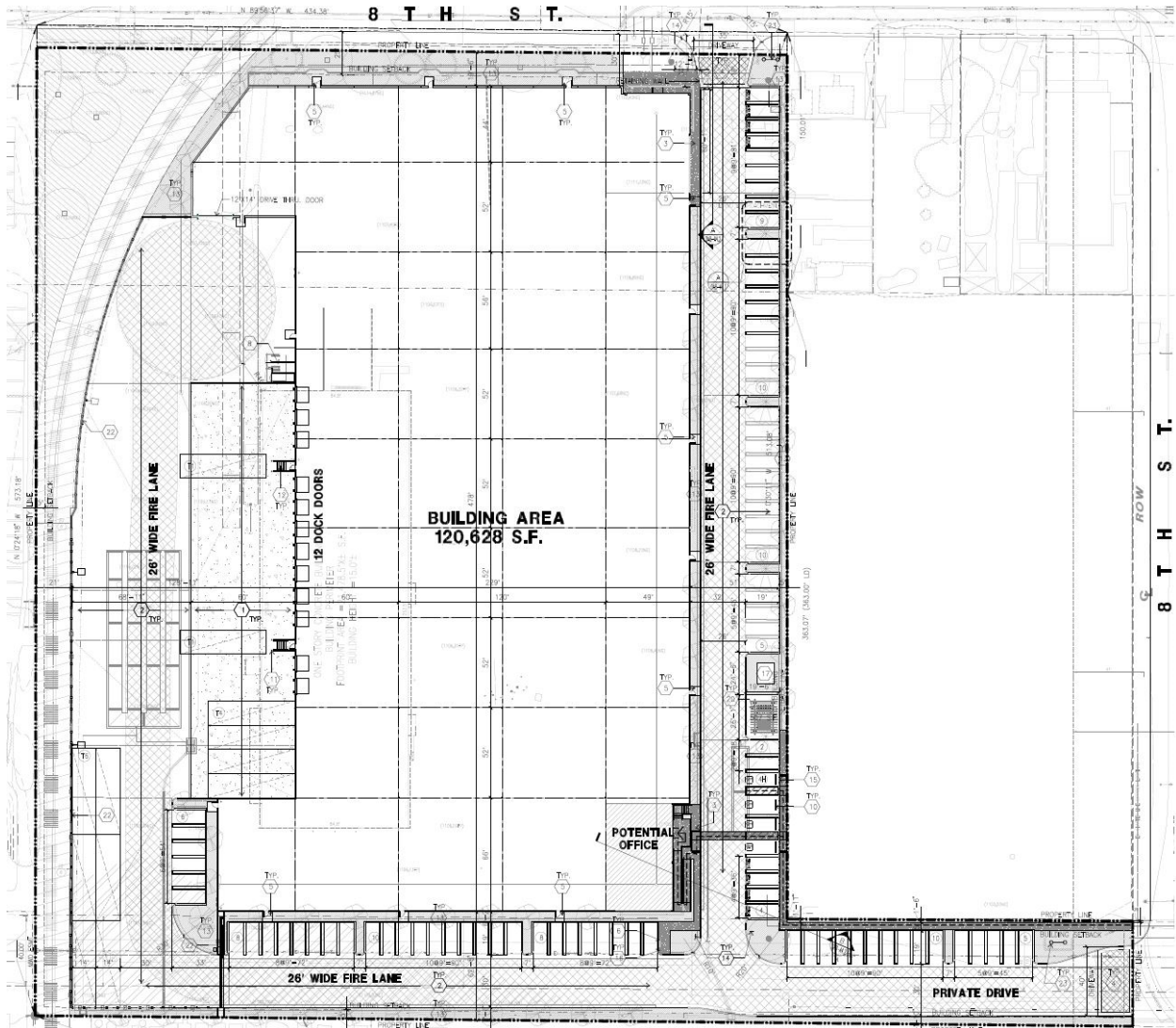
#### **BACM AQ-1**

- The following measures shall be incorporated into Project plans and specifications as implementation of Rule 403.
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least three (3) times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.

# EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN



- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less

### **BACM AQ-2**

The following measures shall be incorporated into Project plans and specifications as implementation of Rule 1113 (4):

- In order to limit the VOC content of architectural coatings used in the SCAB, architectural coatings shall be no more than a low VOC default level of 50 g/L unless otherwise specified in the SCAQMD Table of Standards (pg. 32-33).

### **1.3.2 CONSTRUCTION-SOURCE MITIGATION MEASURES**

Project construction-source emissions will be less than significant. Therefore, no mitigation measures are required.

### **1.4 OPERATIONAL-SOURCE AIR POLLUTANT EMISSIONS MITIGATION MEASURES**

Project operational-source emissions will be less than significant. Therefore, no mitigation measures are required.

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## 2 AIR QUALITY SETTING

This section provides an overview of the existing air quality conditions in the Project area and region.

### 2.1 SOUTH COAST AIR BASIN

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of SCAQMD (5). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. As discussed above, the Project site is located within the South Coast Air Basin, a 6,745-square mile sub-region of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The larger South Coast district boundary includes 10,743 square miles.

The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bound by the San Gabriel Mountains to the south and west, the Los Angeles / Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bound by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

### 2.2 REGIONAL CLIMATE

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s (degrees Fahrenheit). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.



More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14 ½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO<sub>x</sub> and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

## 2.3 WIND PATTERNS AND PROJECT LOCATION

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The Basin is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

## 2.4 EXISTING AIR QUALITY

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 2-1 (6).

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in Table 2-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not equaled or exceeded at any time in any consecutive three-year period; and the federal standards (other than O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O<sub>3</sub> standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.



TABLE 2-1: AMBIENT AIR QUALITY STANDARDS (1 OF 2)

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

See footnotes on next page ...

See footnotes on next page ...

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

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**TABLE 2-1: AMBIENT AIR QUALITY STANDARDS (2 OF 2)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, 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<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°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.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO<sub>2</sub> 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<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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

California Air Resources Board (10/1/15)

## 2.5 REGIONAL AIR QUALITY

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district (7). In 2015, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> at most monitoring locations (8). No areas of the SCAB exceeded federal or state standards for NO<sub>2</sub>, SO<sub>2</sub>, CO, sulfates or lead. See Table 2-2, for attainment designations for the SCAB (9) (10). Appendix 3.1 provides geographic representation of the state and federal attainment status for applicable criteria pollutants within the SCAB.

**TABLE 2-2: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)**

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	Nonattainment ("Extreme")
Ozone - 8 hour standard	Nonattainment	Nonattainment ("Extreme")
PM <sub>10</sub>	Nonattainment	Attainment (Maintenance)
PM <sub>2.5</sub>	Nonattainment	Nonattainment ("Serious")
Carbon Monoxide	Attainment	Attainment (Maintenance)
Nitrogen Dioxide	Attainment	Unclassifiable/Attainment
Sulfur Dioxide	Attainment	Unclassifiable/Attainment
Lead <sup>1</sup>	Attainment	Nonattainment (Partial)

Source: State/Federal designations were taken from <http://www.arb.ca.gov/design/adm/adm.htm>

Note: See Appendix 2.1 for a detailed map of State/National Area Designations within the South Coast Air Basin

## 2.6 LOCAL AIR QUALITY

Relative to the Project site, the nearest long-term air quality monitoring site for Inhalable Particulates (PM<sub>10</sub>) and Ultra-Fine Particulates (PM<sub>2.5</sub>) is the South Coast Air Quality Management District Southwest San Bernardino Valley monitoring station, located approximately 4.7 miles northeast of the Project site in Ontario (SRA 33). Relative to the Project site, the nearest long-term air quality monitoring site for Ozone (O<sub>3</sub>), Carbon Monoxide (CO), and Nitrogen Dioxide (NO<sub>2</sub>) is the South Coast Air Quality Management District Northwest San Bernardino Valley monitoring station, located approximately 3.1 miles northwest of the Project site in Upland (SRA 32) (11). It should be noted that the Northwest San Bernardino Valley monitoring station was utilized in lieu of the Southwest San Bernardino Valley monitoring station only in instances where data was not available from the Southwest San Bernardino Valley site.

The most recent three (3) years of data available is shown on Table 2-3 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Modified Project site. Data for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for 2015 through 2017 was obtained from CARB's iADAM Air Quality Data Statistics (12).

<sup>1</sup> The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

Data for CO was obtained from the SCAQMD Air Quality Data Tables (13). It should be noted that the CO data for 2017 is currently unavailable from both CARB and SCAQMD. Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO<sub>2</sub> concentrations.

**TABLE 2-3: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2015-2017**

POLLUTANT	STANDARD	YEAR		
		2015	2016	2017
Ozone				
Maximum Federal 1-Hour Concentration (ppm)		0.136	0.156	0.150
Maximum Federal 8-Hour Concentration (ppm)		0.106	0.116	0.127
Number of Days Exceeding Federal 1-Hour Standard		49	53	66
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	69	89	89
Number of Days Exceeding Federal 8-Hour Standard	> 0.070 ppm	2	10	9
Number of Days Exceeding State 8-Hour Standard	> 0.070 ppm	66	88	87
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration	> 35 ppm	2.1	1.7	--
Maximum 8-Hour Concentration	> 20 ppm	1.3	1.3	--
Nitrogen Dioxide (NO <sub>2</sub> )				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.079	0.090	0.093
Maximum State 1-Hour Concentration	> 0.18 ppm	0.079	0.089	0.093
Annual Federal Standard Design Value		--	31	32
Annual State Standard Design Value		--	30	32
Number of Days Exceeding Federal 1-Hour Standard	> 0.18 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM <sub>10</sub> )				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	77.7	184.0	106.5
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		28.1	26.3	32.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	--	1	0
Particulate Matter ≤ 2.5 Microns (PM <sub>2.5</sub> )				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	52.7	49.5	67.8
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )		52.7	49.5	67.8
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		14.4	14.7	14.6
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	12.4	7.3	9.2

Source: Data for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> was obtained from CARB's iADAM. Data for CO was obtained from SCAQMD Air Quality Data Tables.  
 -- = data not available from ARB or SCAQMD

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and effects are identified below:

- **Carbon Monoxide (CO):** Is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- **Sulfur Dioxide (SO<sub>2</sub>):** Is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>x</sub>).
- **Nitrogen Oxides (Oxides of Nitrogen, or NO<sub>x</sub>):** Nitrogen oxides (NO<sub>x</sub>) consist of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) and are formed when nitrogen (N<sub>2</sub>) combines with oxygen (O<sub>2</sub>). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitors.
- **Ozone (O<sub>3</sub>):** Is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- **PM<sub>10</sub> (Particulate Matter less than 10 microns):** A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM<sub>10</sub> also causes visibility reduction and is a criteria air pollutant.
- **PM<sub>2.5</sub> (Particulate Matter less than 2.5 microns):** A similar air pollutant consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO<sub>2</sub> release from power plants and industrial facilities and nitrates that are formed from NO<sub>x</sub> release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM<sub>2.5</sub> is a criteria air pollutant.
- **Volatile Organic Compounds (VOC):** Volatile organic compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have

different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

- **Reactive Organic Gases (ROG):** Similar to VOC, Reactive Organic Gases (ROG) are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC (see previous) interchangeably.
- **Lead (Pb):** Lead is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are largely limited to stationary sources such as lead smelters. It should be noted that the Project is not anticipated to generate a quantifiable amount of lead emissions. Lead is a criteria air pollutant.

## Health Effects of Air Pollutants

### Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

### Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO

has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

### Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM<sub>10</sub> and PM<sub>2.5</sub>.

### Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO<sub>2</sub> considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO<sub>2</sub>.

## Sulfur Dioxide

A few minutes of exposure to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO<sub>2</sub>.

Animal studies suggest that despite SO<sub>2</sub> being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

## Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure.

Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.

## Odors

The science of odor as a health concern is still new. Merely identifying the hundreds of VOCs that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.



## **2.7 REGULATORY BACKGROUND**

### **2.7.1 FEDERAL REGULATIONS**

The U.S. EPA is responsible for setting and enforcing the NAAQS for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and lead (14). The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance (15). The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local 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 CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and lead. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. Table 3-1 (previously presented) provides the NAAQS within the basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and nitrogen oxides (NO<sub>x</sub>). NO<sub>x</sub> is a collective term that includes all forms of nitrogen oxides (NO, NO<sub>2</sub>, NO<sub>3</sub>) which are emitted as byproducts of the combustion process.

### **2.7.2 CALIFORNIA REGULATIONS**

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (16) (14).

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROG<sub>s</sub>, NO<sub>x</sub>, CO and PM<sub>10</sub>. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

### **2.7.3 AIR QUALITY MANAGEMENT PLANNING**

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In regards to the NAAQS, the Project region within the SCAB is in nonattainment for ozone (8-hour) and PM<sub>2.5</sub>. For the CAAQS, the Project region within the SCAB is in nonattainment for ozone (1-hour and 8-hour), PM<sub>10</sub>, and PM<sub>2.5</sub>. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards (17). AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and Project consistency with the AQMP is provided in Section 3.10.

## **2.8 REGIONAL AIR QUALITY IMPROVEMENT**

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which SCAQMD consists is known as the Basin. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

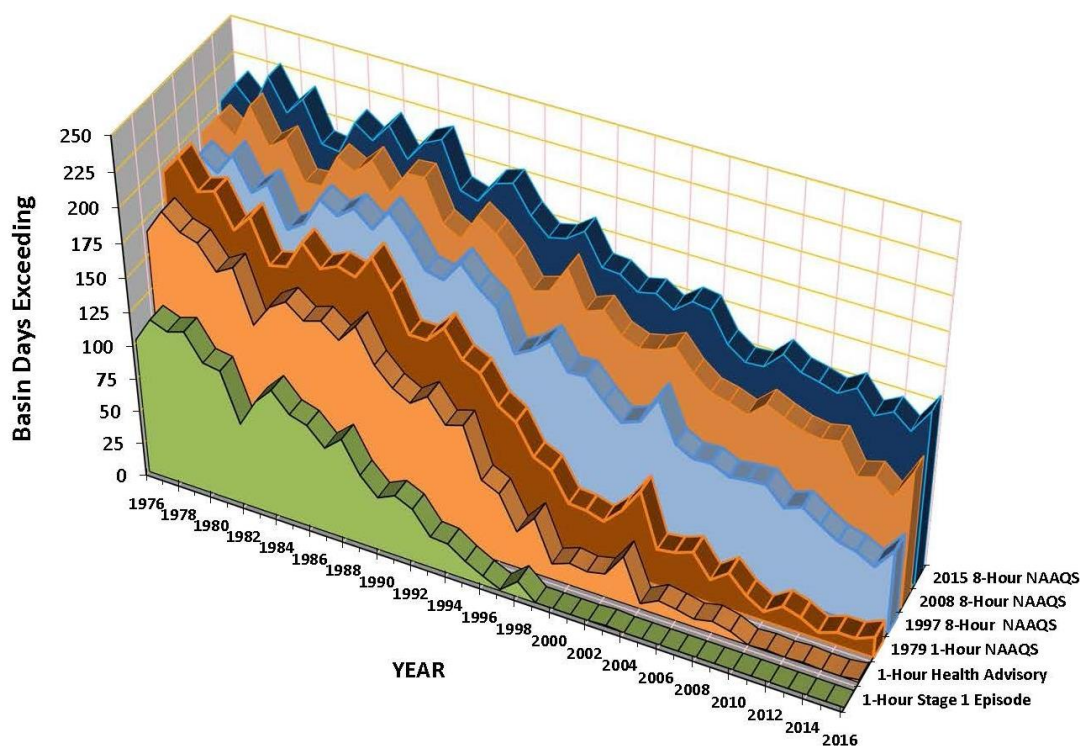
SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in Basin air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii)

uniform CEQA review throughout the Basin. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

As discussed above, the SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire Basin. SCAQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the South Coast Basin. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs,” (18).

Ozone, NO<sub>x</sub>, VOC, and CO have been decreasing in the Basin since 1975 and are projected to continue to decrease through 2020 (19). These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled in the Basin continue to increase, NO<sub>x</sub> and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO<sub>x</sub> emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. Ozone contour maps show that the number of days exceeding the national 8-hour standard has decreased between 1997 and 2007. In the 2007 period, there was an overall decrease in exceedance days compared with the 1997 period. Ozone levels in the SCAB have decreased substantially over the last 30 years as shown in Table 2-4 (20). Today, the maximum measured concentrations are approximately one-third of concentrations within the late 70’s.

**TABLE 2-4: SOUTH COAST AIR BASIN OZONE TREND**

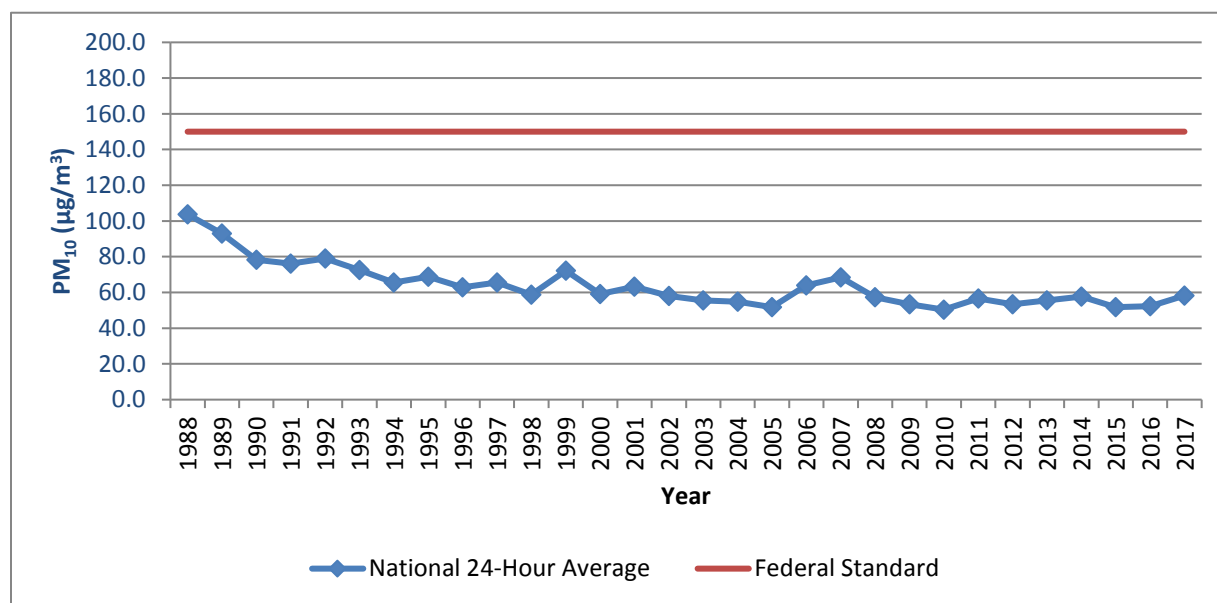


Source: Air Quality Management District

The overall trends of PM<sub>10</sub> and PM<sub>2.5</sub> in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM<sub>10</sub> have remained somewhat constant in the Basin and direct emissions of PM<sub>2.5</sub> have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions.

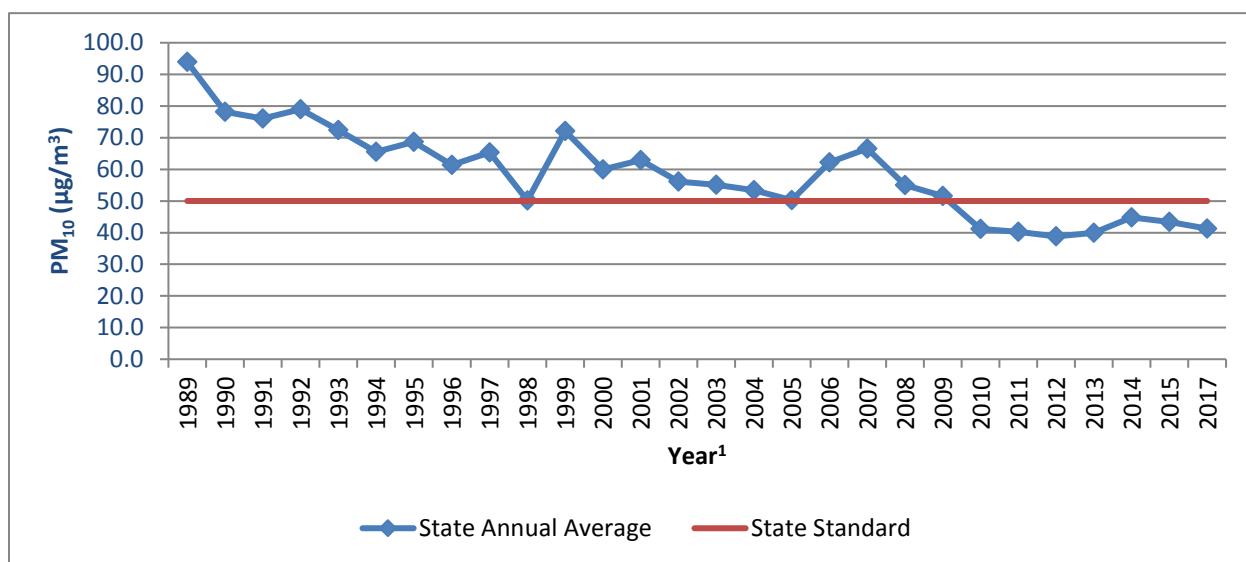
As with other pollutants, the most recent PM<sub>10</sub> statistics and also show overall improvement as illustrated in Tables 2-5 and 2-6. During the period for which data are available, the 24-hour national annual average concentration for PM<sub>10</sub> decreased by approximately 44 percent, from 103.7 µg/m<sup>3</sup> in 1988 to 58.2 µg/m<sup>3</sup> in 2017 (21). Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM<sub>10</sub>, have decreased by approximately 56 percent since 1988 (21). Although data in the late 1990's show some variability, this is probably due to meteorology rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM<sub>10</sub> standards has also shown an overall drop.

**TABLE 2-5: SOUTH COAST AIR BASIN (NATIONAL 24-HOUR AVERAGE) PM<sub>10</sub> TREND<sup>1</sup>**



Source: California Air Resource Board

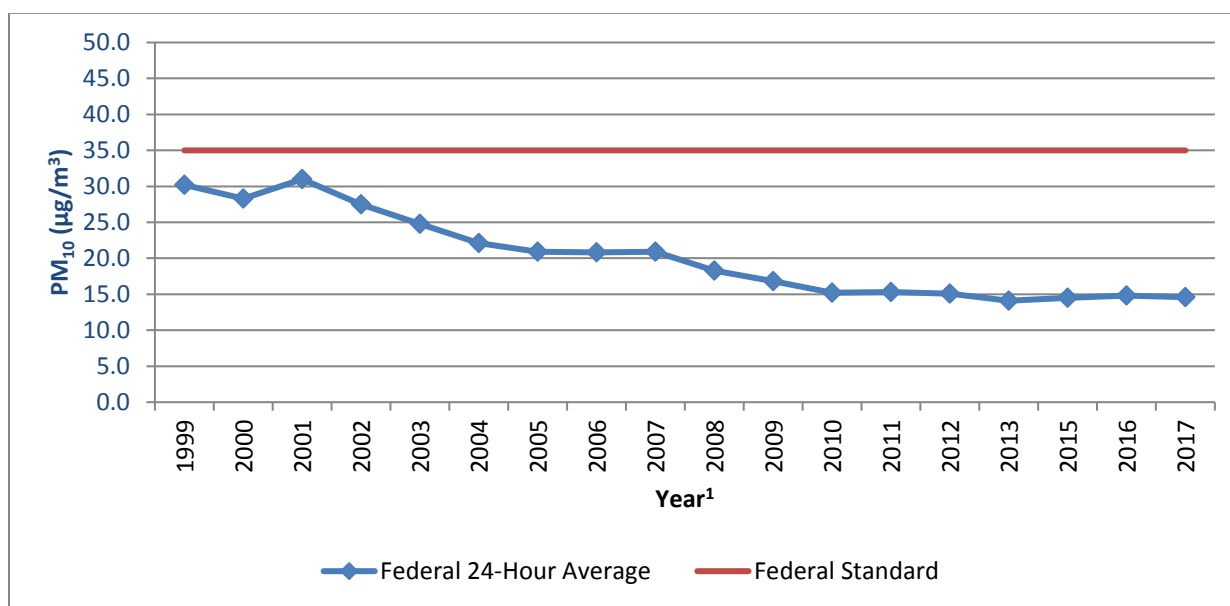
<sup>1</sup> Some year have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

**TABLE 2-6: SOUTH COAST AIR BASIN (STATE 24-HOUR AVERAGE) PM<sub>10</sub> TREND<sup>1</sup>**

Source: California Air Resource Board

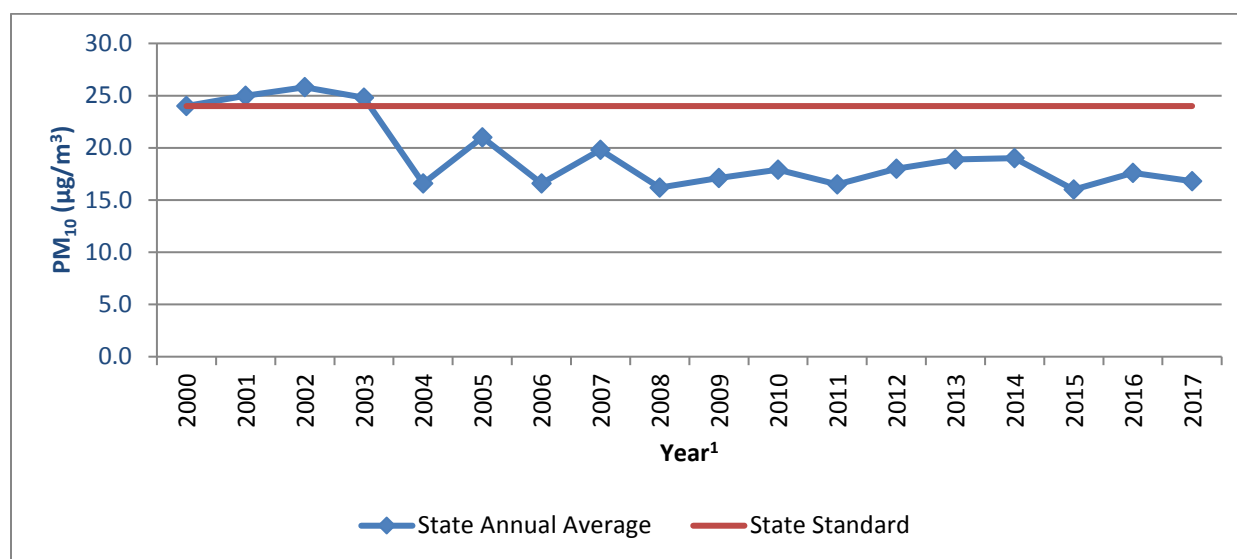
<sup>1</sup> Some year have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Table 2-7 shows the most recent 24-hour average PM<sub>2.5</sub> concentrations in the SCAB from 1999 through 2017. Overall, the national and state annual average concentrations have decreased by almost 52 percent and 30 percent respectively (21). The SCAB is currently designated as nonattainment for the State and national PM<sub>2.5</sub> standards.

**TABLE 2-7: SOUTH COAST AIR BASIN (NATIONAL 24-HOUR AVERAGE) PM<sub>2.5</sub> TREND<sup>1</sup>**

Source: California Air Resource Board

<sup>1</sup> Some year have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

**TABLE 2-8: SOUTH COAST AIR BASIN (STATE 24-HOUR AVERAGE) PM<sub>2.5</sub> TREND<sup>1</sup>**

Source: California Air Resource Board

<sup>1</sup> Some year has been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

While the 2012 AQMP PM<sub>10</sub> attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured PM<sub>2.5</sub>.

The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of PM<sub>2.5</sub>-equivalent emission reductions continued through 2015, the severe drought conditions contributed to the PM<sub>2.5</sub> increases observed after 2012. As a result of the disrupted progress toward attainment of the federal 24-hour PM<sub>2.5</sub> standard, SCAQMD submitted a request and the U.S. EPA approved, in January 2016, a "bump up" to the nonattainment classification from "moderate" to "serious," with a new attainment deadline as soon as practicable, but not beyond December 31, 2019.

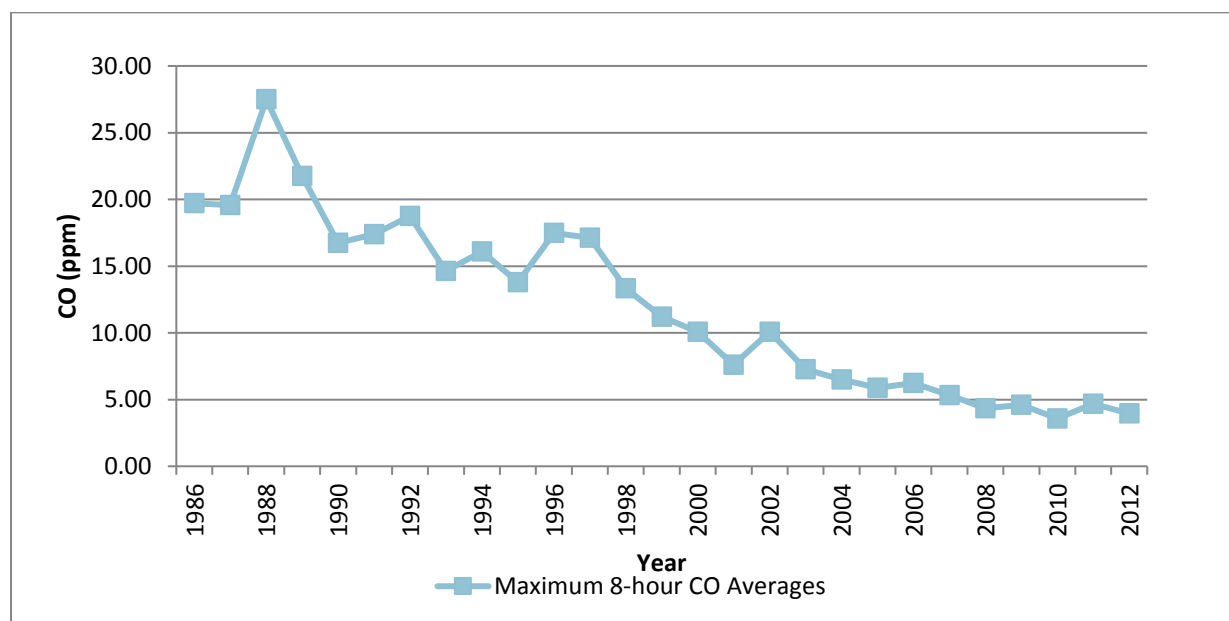
In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (22). Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories (23).

The most recent CO concentrations in the SCAB are shown in Tables 2-9 and 2-10 (21). CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the South Coast Air Basin. The number of exceedance days has also declined. The entire SCAB is now designated as

attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

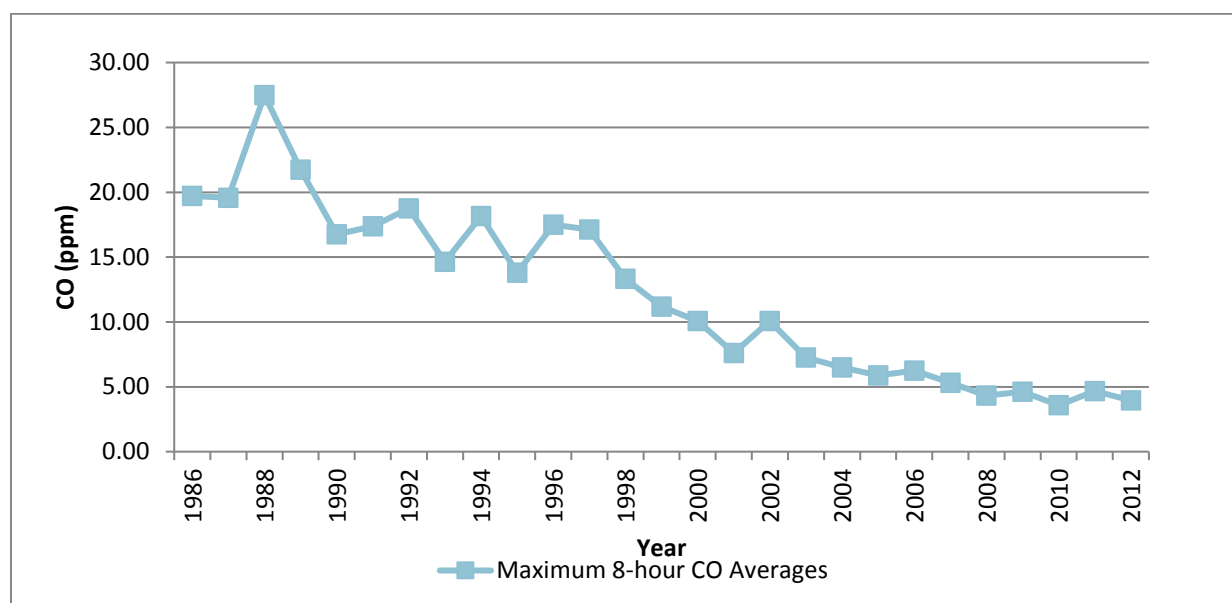
Part of the control process of the SCAQMD's duty to greatly improve the air quality in the Basin is the uniform CEQA review procedures required by SCAQMD's CEQA Handbook (24). The single threshold of significance used to assess Project direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the Basin dramatically improving over the course of the past decades. As stated by the SCAQMD, the District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project.

**TABLE 2-9: SOUTH COAST AIR BASIN (NATIONAL 24-HOUR AVERAGE) CARBON MONOXIDE TREND**



Source: California Air Resource Board

<sup>1</sup> The most recent year where 8-hour concentration data is available is 2012.

**TABLE 2-10: SOUTH COAST AIR BASIN (STATE 24-HOUR AVERAGE) CARBON MONOXIDE TREND**

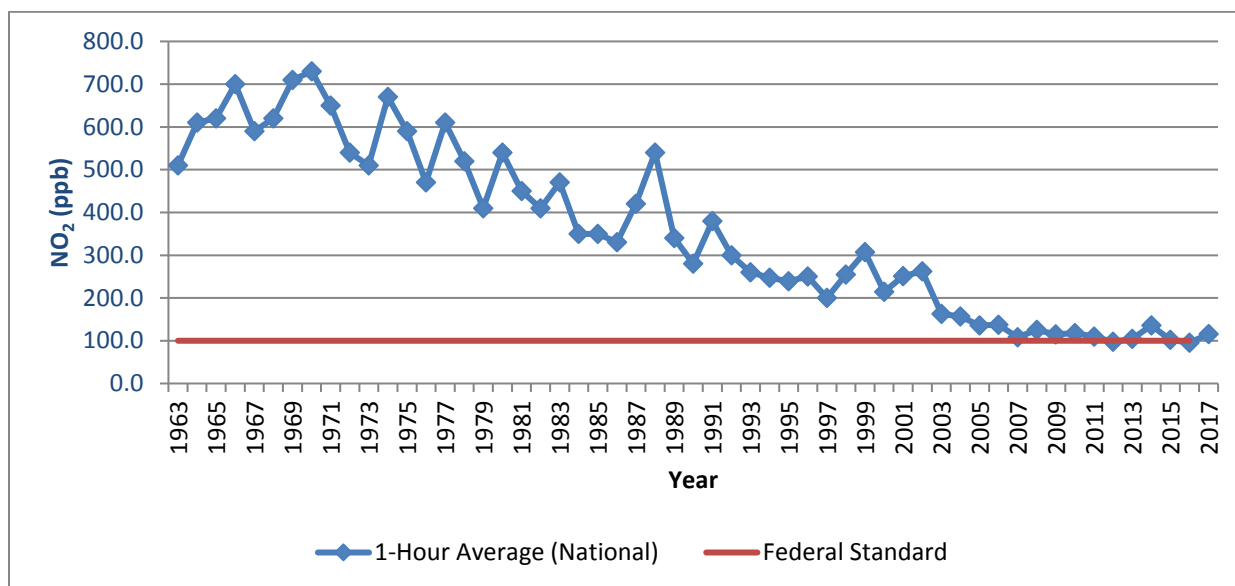
Source: California Air Resource Board

<sup>1</sup> The most recent year where 8-hour concentration data is available is 2012.

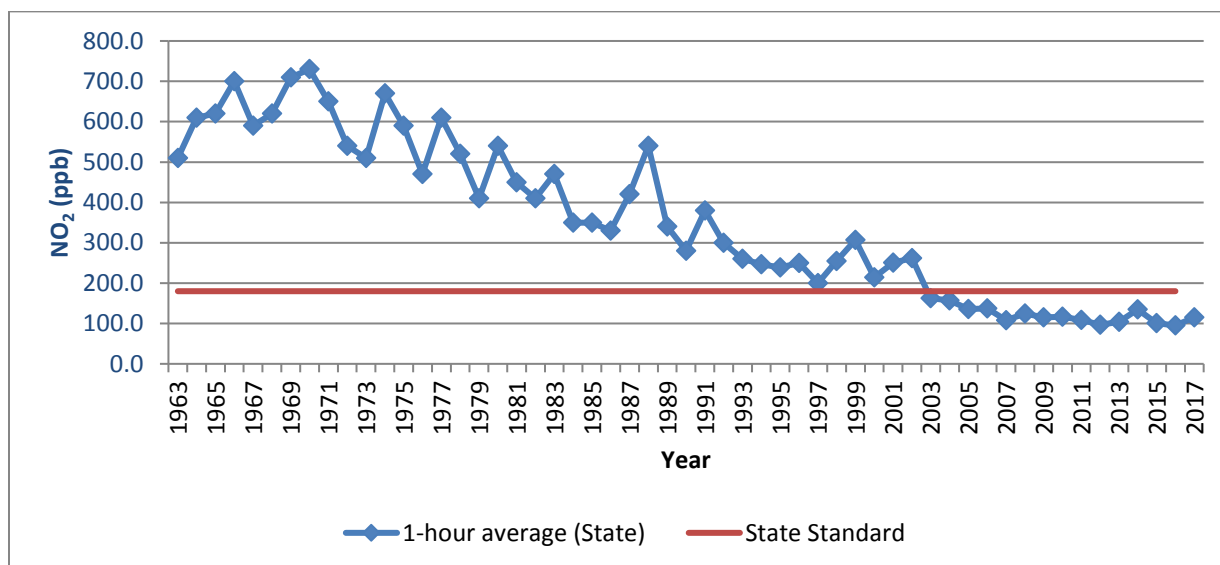
The most recent NO<sub>2</sub> data for the SCAB is shown in Tables 2-11 and 2-12 (21). Over the last 50 years, NO<sub>2</sub> values have decreased significantly; the peak 1-hour national and state averages for 2017 is approximately 77 percent lower than what it was during 1963. The SCAB attained the State 1-hour NO<sub>2</sub> standard in 1994, bringing the entire State into attainment. A new state annual average standard of 0.030 parts per million was adopted by the ARB in February 2007 (25). The new standard is just barely exceeded in the South Coast. NO<sub>2</sub> is formed from NO<sub>x</sub> emissions, which also contribute to ozone. As a result, the majority of the future emission control measures will be implemented as part of the overall ozone control strategy. Many of these control measures will target mobile sources, which account for more than three-quarters of California's NO<sub>x</sub> emissions. These measures are expected to bring the South Coast into attainment of the State annual average standard.

The American Lung Association website includes data collected from State air quality monitors that are used to compile an annual State of the Air report. The latest State of the Air Report compiled for the Basin was in 2017 (26). As noted in this report, air quality in the Basin has significantly improved in terms of both pollution levels and high pollution days over the past three decades. The area's average number of high ozone days dropped from 38% regionally in the initial 2000 State of the Air report (1996–1998) to 69% in the 2004 report and continues to decrease the number of days. The region has also seen dramatic reduction in particle pollution since the initial 2000 State of the Air report (26).



**TABLE 2-11: SOUTH COAST AIR BASIN (NATIONAL 24-HOUR AVERAGE) NITROGEN DIOXIDE TREND**

Source: California Air Resource Board

**TABLE 2-12: SOUTH COAST AIR BASIN (STATE 24-HOUR AVERAGE) NITROGEN DIOXIDE TREND**

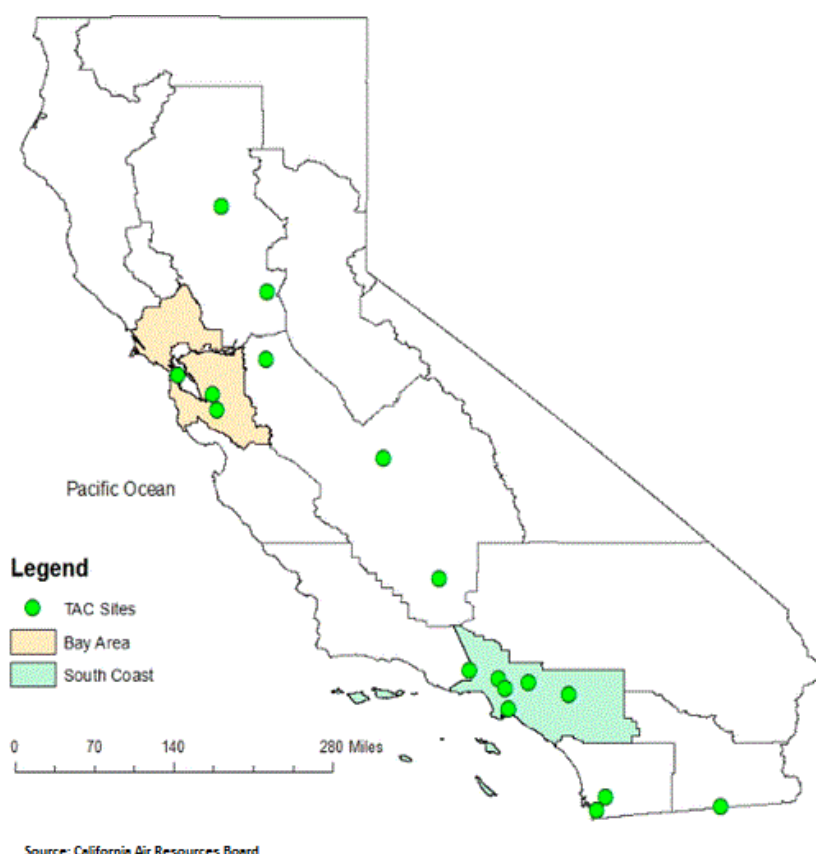
Source: California Air Resource Board

**TOXIC AIR CONTAMINANTS (TACs) TRENDS**

In 1984, as a result of public concern for exposure to airborne carcinogens, the CARB adopted regulations to reduce the amount of air toxic contaminant emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article (27) which was prepared for CARB, results show that between 1990-2012, ambient concentration and

emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene, and 1,3-butadiene; those that are derived from stationary sources: perchloroethylene and hexavalent chromium; and those derived from photochemical reactions of emitted VOCs: formaldehyde and acetaldehyde<sup>2</sup>. TACs data was gathered at monitoring sites from both the Bay Area and South Coast Air Basins, as shown on Exhibit 2-A; Several of the sites in the SCAB include Reseda, Compton, Rubidoux, Burbank, and Fontana. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

#### EXHIBIT 2-A: CALIFORNIA TOXIC AIR CONTAMINANT SITES



#### Mobile Source TACs

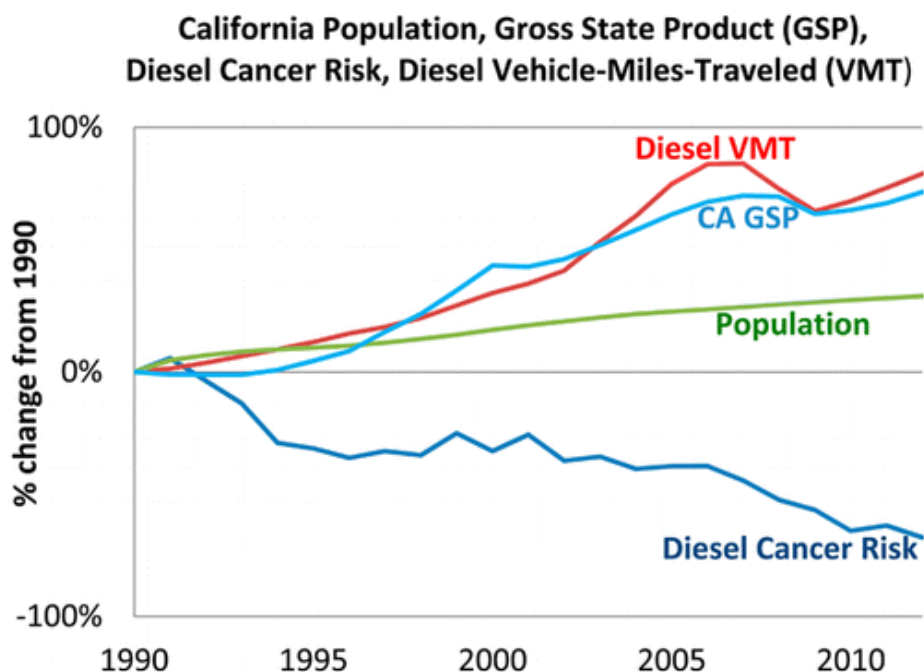
CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire

<sup>2</sup> It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

life, and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase Check Engine or Service Engine Soon. The system will also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. ARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 lbs. CARB's phase II Reformulated Gasoline (RFG-2) regulation, adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations (27).

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Exhibit 2-B. With the implementation of these diesel-related control regulations, ARB expects a DPM decline of 71% for 2000-2020.

**EXHIBIT 2-B: DIESEL PARTICULATE MATTER AND DIESEL VEHICLE MILES TREND**



Source: California Air Resources Board

## DIESEL REGULATIONS

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation (28), the CARB statewide On-road Truck and Bus Regulation (29), and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP)

require accelerated implementation of “clean trucks” into the statewide truck fleet (30). In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling

#### **CANCER RISK TRENDS**

Based on information available from CARB, overall cancer risk throughout the basin has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, the State of California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study, called MATES-II (for Multiple Air Toxics Exposure Study). Diesel particulate matter (DPM) accounts for more than 70 percent of the cancer risk.

In 2008 the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17% decrease in comparison to the MATES-II study.

Nonetheless, the SCAQMD’s most recent in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California was from the *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES IV*,” which shows that cancer risk has decreased more than 55% between MATES III (2005) and MATES IV (2012) (25).

MATES-IV study represents the baseline health risk for a cumulative analysis. MATES-IV calculated cancer risks based on monitoring data collected at ten fixed sites within the South Coast Air Basin (SCAB). None of the fixed monitoring sites are within the local area of the Project site. However, MATES-IV has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES-IV modeling predicted an excess cancer risk of 1,028.95 in one million for the Project area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 68% of the total risk shown in MATES-IV. Cumulative Project generated TACs are limited to DPM.

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### 3 PROJECT AIR QUALITY IMPACT

#### 3.1 INTRODUCTION

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the SCAB is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described in the following section.

#### 3.2 STANDARDS OF SIGNIFICANCE

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at Table 3-1 (31). The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. It should be noted that the SCAQMD provides a threshold for emissions of lead, however for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program (discussed below) does not calculate any emissions of lead from typical construction or operational activities.

**TABLE 3-1: MAXIMUM DAILY EMISSIONS THRESHOLDS (1 OF 2)**

Pollutant	Construction	Operations
<b>Regional Thresholds</b>		
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015

**TABLE 3-1: MAXIMUM DAILY EMISSIONS THRESHOLDS (2 OF 2)**

Pollutant	Construction	Operations
<b>Localized Thresholds</b>		
NO <sub>x</sub>	118 lbs/day (Demolition)	270 lbs/day
	220 lbs/day (Site Preparation)	
	187 lbs/day (Grading)	
CO	863 lbs/day (Demolition)	2,193 lbs/day
	1,713 lbs/day (Site Preparation)	
	1,392 lbs/day (Grading)	
PM <sub>10</sub>	5 lbs/day (Demolition)	4 lbs/day
	11 lbs/day (Site Preparation)	
	8 lbs/day (Grading)	
PM <sub>2.5</sub>	4 lbs/day (Demolition)	2 lbs/day
	7 lbs/day (Site Preparation)	
	6 lb/day (Grading)	

Source: Localized Thresholds presented in this table are based on the SCAQMD Final Localized Significance Threshold Methodology, July 2008

### 3.3 PROJECT-RELATED SOURCES OF POTENTIAL IMPACT

Land uses such as the Project affect air quality through construction-source and operational-source emissions.

On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model™ (CalEEMod™) v2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (32). Accordingly, the latest version of CalEEMod™ has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendix 3.2 through 3.4.

### 3.4 CONSTRUCTION EMISSIONS

Construction activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading

- Building Construction
- Paving
- Architectural Coating

Construction is expected to commence in June 2019 and will last through January 2020. Construction duration by phase is shown on Table 3-2. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>3</sup> The duration of construction activity and associated construction equipment were based on similar projects and CalEEMod defaults. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.2 of this analysis. A detailed summary of construction equipment assumptions by phase is provided at Table 3-3.

**TABLE 3-2: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Demolition	06/01/2019	06/28/2019	20
Site Preparation	06/29/2019	07/05/2019	5
Grading	07/06/2019	07/17/2019	8
Building Construction	07/18/2019	12/04/2019	100
Paving	12/05/2019	12/30/2019	18
Architectural Coating	12/31/2019	01/23/2020	18

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. It is our understanding the Project site will require demolition 4,095 tons of debris that consist of 2,250 tons of asphalt/concrete, 925 tons of concrete, and 920 tons of sheet metal. Additionally, based on consultation with the client, the Project site is expected to balance (will not require soil import/export).

<sup>3</sup> As shown in the California Emissions Estimator Model (CalEEMod) User’s Guide Version 2016.3.2, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.



Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults.

**TABLE 3-3: CONSTRUCTION EQUIPMENT ASSUMPTIONS**

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Cement and Mortar Mixers	2	8
	Crawler Tractors	1	8
	Pavers	1	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

### 3.4.1 CONSTRUCTION EMISSIONS SUMMARY

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) (2) and Rule 403 (Fugitive Dust) (3). It should be noted that Best Available Control Measures (BACMs) are not mitigation as they are standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions without mitigation are summarized on Table 3-4. Detailed construction model outputs are presented in Appendix 3.1. Under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 3-4: EMISSIONS SUMMARY OF CONSTRUCTION**

Year	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019	63.17	68.27	23.90	0.06	11.05	6.75
2020	63.13	2.29	2.90	0.01	0.29	0.19
<b>Maximum Daily Emissions</b>	<b>63.17</b>	<b>68.27</b>	<b>23.90</b>	<b>0.06</b>	<b>11.05</b>	<b>6.75</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

### 3.5 OPERATIONAL EMISSIONS

Operational activities associated with the proposed Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

#### 3.5.1 AREA SOURCE EMISSIONS

##### Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod model.

##### Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on assumptions provided in the CalEEMod model. In the case of the commercial/retail uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

##### Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

### 3.5.2 ENERGY SOURCE EMISSIONS

#### Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using the CalEEMod model.

### 3.5.3 MOBILE SOURCE EMISSIONS

#### Vehicles

Project-related operational air quality impacts derive predominantly from mobile sources. In this regard, approximately 87 percent (by weight) of all Project operational-source emissions would be generated by mobile sources (vehicles). Neither the Project Applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by CARB and USEPA. As summarized previously herein, as the result of CARB and USEPA actions, Basin-wide vehicular-source emissions have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve.

The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the report, *8978 Haven Ave. Warehouse Trip Generation Evaluation* (Urban Crossroads 2018) were utilized in this analysis (33).

Per the *8978 Haven Ave. Warehouse Trip Generation Evaluation*, the Project is expected to generate a net total of approximately 210 trip-ends per day (actual vehicles) (33). The Project trip generation includes 42 truck trip-ends per day from the proposed Project site including 16.7% 2-axle trucks, 20.7% 3-axle trucks, and 62.6% 4+-axle trucks.

#### 3.5.3.1 Trip Length

For passenger car trips, a one-way trip length of 16.6 miles was assumed as contained in the CalEEMod™ model defaults. For trucks, an average one-way trip length of 54.4 miles was derived from distances from the Project site to the far edges of the South Coast Air Basin (SCAB). Assuming 50% of trucks travel to the Port of Los Angeles and Port of Long Beach and the remaining 50% of trucks travel to either the Cajon Pass, Desert Center, Santa Clarita and/or the San Diego County Line, a weighted truck trip length of 54.4 miles was determined. For purposes of analysis, and as a conservative measure, a truck trip length of 55 miles was used. It is appropriate to stop the VMT calculation at the boundary of the SCAB because any activity beyond that boundary would be speculative and occur in a different Air Basin; this approach is also consistent with professional industry practice. The approach for analysis purposes in this AQIA report represents a conservative estimate of emissions and almost certainly overstates the emissions impact from the Project.

- Project site to the San Diego County Line (Southern Edge of SCAB): 61 miles;
- Project site to Cajon Pass (Northern Edge of SCAB): 55 miles;
- Project site to Desert Center (Eastern Edge of SCAB): 66 miles;
- Project site to Santa Clarita (Northwestern Edge of SCAB): 28 miles;
- Project site to Port of Los Angeles/Long Beach: 44 miles;

Average Weighted Truck Trip Length = 55 miles

#### Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

### **3.5.4 OPERATIONAL EMISSIONS SUMMARY**

The estimated maximum peak operational emissions are summarized on Table 3-5. Detailed construction model outputs are presented in Appendix 3.2 and 3.3. Under the assumed scenarios, emissions resulting from the Project operations would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation measures are required.

**TABLE 3-5: SUMMARY OF PEAK OPERATIONAL EMISSIONS**

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	2.71	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.24E-03	0.07	0.06	3.90E-04	5.00E-03	5.00E-03
Mobile (Passenger Cars)	0.24	0.36	5.26	0.02	2.13	0.57
Mobile (Trucks)	0.65	18.24	5.04	0.07	2.18	0.69
<b>Total Maximum Daily Emissions</b>	<b>3.60</b>	<b>18.67</b>	<b>10.37</b>	<b>0.09</b>	<b>4.31</b>	<b>1.27</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	2.71	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.24E-03	0.07	0.06	3.90E-04	5.00E-03	5.00E-03
Mobile (Passenger Cars)	0.22	0.39	4.67	0.02	2.13	0.57
Mobile (Trucks)	0.65	18.80	5.12	0.07	2.18	0.69
<b>Total Maximum Daily Emissions</b>	<b>3.59</b>	<b>19.26</b>	<b>9.87</b>	<b>0.08</b>	<b>4.31</b>	<b>1.27</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

### 3.6 COMPARISON TO THE EXISTING USE

This section summarizes the Project's emissions impacts in this AQIA as compared to the emissions totals and impacts that would occur based on the current land use.

The Project site is currently occupied by TMT Industries which operates as a 20,000 square-foot trucking facility. The proposed Project includes the development of 120,628 square feet of general warehouse use. As per the *8978 Haven Ave. Warehouse Trip Generation Evaluation* (Urban Crossroads 2018), the existing trucking facility generates 97 more trip-ends per day than the proposed Project.

#### 3.6.1 OPERATIONAL EMISSIONS COMPARISON

Table 3-6 presents a comparison of air quality operational emissions for the proposed project versus the existing use. Results of the assessment indicate net decreases in VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>. As such, the proposed Project would result in fewer emissions of NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and consequently fewer impacts beyond the impacts that occur with the existing use.

**TABLE 3-6: OPERATIONAL EMISSIONS COMPARISON (EXISTING USE VS PROPOSED PROJECT)**

Operational Activities- Total Maximum Daily Emissions	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Existing Land Use</b>						
<b>Total Maximum Daily Emissions</b>	<b>3.42</b>	<b>69.46</b>	<b>22.34</b>	<b>0.26</b>	<b>9.46</b>	<b>2.89</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
<b>Proposed Project</b>						
<b>Total Maximum Daily Emissions</b>	<b>3.59</b>	<b>19.26</b>	<b>9.87</b>	<b>0.08</b>	<b>4.31</b>	<b>1.27</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
<b>Net Change</b>	<b>0.18</b>	<b>-48.74</b>	<b>-12.18</b>	<b>-0.17</b>	<b>-5.15</b>	<b>-1.62</b>
<b>New Significant Impacts?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

### 3.7 LOCALIZED SIGNIFICANCE - CONSTRUCTION ACTIVITY

#### BACKGROUND ON LOCALIZED SIGNIFICANCE THRESHOLD (LST) DEVELOPMENT

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (19). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO<sub>2</sub>, if ambient levels are below the standards, a project is considered to have a significant impact if project

emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM<sub>10</sub> and PM<sub>2.5</sub>; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (34).

#### **EMISSIONS CONSIDERED**

SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs (35)." Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered.

#### **APPLICABILITY OF LSTs FOR THE PROJECT**

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Southwest San Bernardino Valley monitoring station (SRA 33). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter ≤ 10 microns (PM<sub>10</sub>), and particulate matter ≤ 2.5 microns (PM<sub>2.5</sub>). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (36) is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact (the SCAQMD recommends that Projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts). The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

## MAXIMUM DAILY DISTURBED-ACREAGE

Table 3-7 is used to determine the maximum daily disturbed-acreage during demolition and site grading for purposes of modeling localized emissions. Based on Table 3-7, the proposed Project could actively disturb approximately 1.0 acres per day during demolition activities, 3.5 acres per day during site preparation activities, and 2.5 acres per day during the grading phase of construction. The acres disturbed is based on the equipment list and days in for demolition, site preparation, and grading according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday (as shown on Table 3-7). The equipment-specific grading rates are summarized in the CalEEMod user's guide, *Appendix A: Calculation Details for CalEEMod* (October 2017).

**TABLE 3-7 : MAXIMUM DAILY DISTURBED-ACREAGE**

Construction Phase	Equipment Type	Equipment Quantity	Acres graded per 8-hour day	Operating Hours per Day	Acres graded per day
Demolition	Rubber Tired Dozers	2	0.5	8	1
Total acres disturbed per day during Demolition					1.0
Site Preparation	Crawler Tractors	4	0.5	8	2
	Rubber Tired Dozers	3	0.5	8	1.5
Total acres disturbed per day during Site Preparation					3.5
Grading	Crawler Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
Total acres disturbed per day during Grading					2.5

## Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”; they are also known to be locations where an individual can remain for 24 hours.

Sensitive receptors in the vicinity of the Project site are illustrated at Exhibit 3-A and include single-family residential dwellings and commercial businesses located at receptor locations R1 to R7. The nearest sensitive receptor is represented by location R3 where an existing residential home is located roughly 60 feet/18.30 meters east of the Project site boundary.

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. To assess the stationary source operational and construction air impacts, the following 7 sensitive receptor locations, as shown on Exhibit 3-A, were identified.

- R1: Located approximately 395 feet northwest of the Project site, R1 represents existing residential homes on Humboldt Avenue.
- R2: Location R2 represents existing residential homes located approximately 327 feet north of the Project site on Humboldt Avenue.
- R3: Location R3 represents the residential home located roughly 60 feet east of the Project site on 8<sup>th</sup> Street.
- R4: Location R4 represents the existing Speedway Mufflers use at roughly 10 feet east of the Project site on 8<sup>th</sup> Street.
- R5: Location R5 represents the existing office use located roughly 477 feet east of the Project site across Haven Avenue.
- R6: Location R6 represents the existing industrial use located roughly 30 feet south of the Project site.
- R7: Location R7 represents the existing industrial use located roughly 76 feet west of the Project site.

As previously stated, the nearest sensitive receptor is located roughly 60 feet/18.30 meters east of the Project site boundary. The *Methodology* explicitly states that *"It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (37)."* Consistent with the SCAQMD's Final LST Methodology, a 25-meter receptor distance is utilized in this analysis to determine LSTs for emissions of PM<sub>10</sub>, and PM<sub>2.5</sub>.

The *Methodology* explicitly states that *"LSTs base on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours (37)."* Consistent with the SCAQMD's Final LST Methodology, the nearest industrial or commercial use to the Project site will be used to determine operational and construction air impacts for emissions of NO<sub>2</sub> and CO. It should also be noted that the Rancho Cucamonga General Plan identifies land uses such as schools, hospitals, and residential areas as sensitive receptors (38). As such, the nearest industrial or commercial use is a commercial use located 10 feet/3 meters east of the Project site. As such, a 25-meter receptor distance is utilized as a screening threshold to determine LSTs for emissions of NO<sub>2</sub> and CO.



### EXHIBIT 3-A: SENSITIVE RECEPTOR LOCATIONS



### CONSTRUCTION-SOURCE EMISSIONS LST ANALYSIS

Since the total acreage disturbed is less than five acres per day for the demolition, site preparation, and grading activities of construction, the SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized, consistent with SCAQMD guidance, in order to interpolate the threshold values for the other disturbed acreage not identified. A 25-meter receptor distance is conservatively utilized as a screening threshold to determine the LSTs for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Table 3-8 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Appendix 3.1. It should be noted that credit for BACMs AQ-1 have been taken. Under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 3-8: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION**

On-Site Demolition Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	35.78	22.06	3.50	1.93
SCAQMD Localized Threshold	118	863	5	4
Threshold Exceeded?	NO	NO	NO	NO
On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	68.20	23.17	10.85	6.70
SCAQMD Localized Threshold	220	1,713	11	7
Threshold Exceeded?	NO	NO	NO	NO
On-Site Grading Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	45.32	17.12	5.01	3.07
SCAQMD Localized Threshold	187	1,392	8	6
Threshold Exceeded?	NO	NO	NO	NO

### 3.8 LOCALIZED SIGNIFICANCE – LONG-TERM OPERATIONAL ACTIVITY

The Project is located on an approximately 6.0 acre parcel. As noted previously, the LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a

smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

Table 3-9 shows the calculated emissions for the Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, the CalEEMod™ model outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 3-9 represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod™ for the Project is approximately 16.6 miles for passenger cars and 55 miles for trucks, 5% of this total would represent an on-site travel distance of approximately 0.83 mile/ 4,383 feet for each passenger car and approximately 2.75 miles/ 14,520 feet for each truck. Thus the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

As previously noted, a 25-meter receptor distance is utilized to determine the LSTs for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

#### LOCALIZED THRESHOLDS FOR OPERATIONAL ACTIVITY

Applicable localized thresholds from the SCAQMD's mass-rate LST lookup tables for a five-acre project site are as follows:

- NO<sub>x</sub>: 270 pounds per day;
- CO: 2,193 pounds per day.
- PM<sub>10</sub>: 4 pounds per day; or
- PM<sub>2.5</sub>: 2 pounds per day.

If emissions exceed the applicable LST thresholds for operational activity, then additional dispersion modeling needs to be conducted to determine if there is an actual exceedance of the AAQS.

**TABLE 3-9: LOCALIZED SIGNIFICANCE OPERATIONS SUMMARY**

Peak Operational Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	1.00	0.59	0.22	0.07
SCAQMD Localized Threshold	270	2,193	4	2
Threshold Exceeded?	NO	NO	NO	NO

As shown on Table 3-9 operational emissions will not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project will have a less than significant localized impact during operational activity.

### 3.9 CO “HOT SPOT” ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific carbon monoxide (CO) “hot spots” is not needed to reach this conclusion.

An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO (39).

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 2-2. Also, CO concentrations in the Project vicinity have steadily declined, as indicated by historical emissions data presented previously at Table 2-3.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 3-10.

**TABLE 3-10: CO MODEL RESULTS**

Intersection Location	Carbon Monoxide Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire-Veteran	4.6	3.5	4.2
Sunset-Highland	4	4.5	3.9
La Cienega-Century	3.7	3.1	5.8
Long Beach-Imperial	3	3.1	9.3

Source: 2003 AQMP

Notes: ppm: parts per million. Federal 1-hour standard is 35 ppm and the deferral 8-hour standard is 9.0 ppm.

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes

and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (39). In contrast, the ambient 8-hr CO concentration within the Project study area is estimated at 1.4 ppm—1.6 ppm (please refer to previous Table 2-3). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (40).

Traffic volumes generating the CO concentrations for the “hot spot” analysis, shown on Table 3-11. The busiest intersection evaluated was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm)

**TABLE 3-11: TRAFFIC VOLUMES**

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Wilshire-Veteran	560/933	721/1,400	4,954/2,069	1,830/3,317	8,062/7,719
Sunset-Highland	1,551/2,238	2,304/1,832	1,417/1,764	1,342/1,540	6,614/5,374
La Cienega-Century	821/1,674	1,384/2,029	2,540/2,243	1,890/2,728	6,634/8,674
Long Beach-Imperial	756/1,150	479/944	1,217/2,020	1,760/1,400	4,212/5,514

Source: 2003 AQMP

Notes: vph-vehicles per hour

The proposed Project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

### 3.10 AIR QUALITY MANAGEMENT PLANNING

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association

of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (41). Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories (42). The Project's consistency with the AQMP will be determined using the 2016 AQMP is discussed below:

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993) (43). These indicators are discussed below:

- Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

### **Construction Impacts**

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs were exceeded. As evaluated as part of the Project LST analysis (previously presented), the Project's localized construction-source emissions would not exceed applicable LSTs, and a less than significant impact is expected.

### **Operational Impacts**

The Project regional analysis demonstrates that Project operational-source emissions would not exceed applicable thresholds. Additionally, the proposed Project would result in fewer impacts when compared to emissions associated with the existing use. Therefore, the Project would not result in or cause violations of the CAAQS and NAAQS.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

## **Overview**

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Rancho Cucamonga General Plan is considered to be consistent with the AQMP.

## **Construction Impacts**

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

## **Operational Impacts**

The Project site is currently occupied by TMT Industries which operates as a 20,000 square-foot trucking facility. The proposed Project includes the development of 120,628 square feet of general warehouse use. As per the *8978 Haven Ave. Warehouse Trip Generation Evaluation* (Urban Crossroads 2018), the existing trucking facility generates 97 more trip-ends per day than the proposed Project. As previously indicated in Section 3.6 of this AQIA, the Project will result in a net decrease in NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>. As such, the proposed Project would result in fewer emissions and consequently fewer impacts beyond the impacts that occur with the existing use.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

## **AQMP Consistency Conclusion**

The Project would not result in or cause NAAQS or CAAQS violations. The Project's proposed land use designation for the subject site is consistent with the development intensities as reflected in the adopted General Plan. Additionally, the proposed Project is expected to generate a net decrease in emissions as compared to the existing use. The Project is therefore considered to be consistent with the AQMP.

### **3.11 POTENTIAL IMPACTS TO SENSITIVE RECEPTORS**

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subjected to a significant air quality impact during Project construction.

The proposed Project would not result in a CO “hotspot” as a result of Project related traffic during ongoing operations, nor would the Project result in a significant adverse health impact as discussed in Section 3.9. Thus a less than significant impact to sensitive receptors during operational activity is expected.

### 3.12 ODORS

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances (1).

### 3.13 CUMULATIVE IMPACTS

The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub>, PM<sub>2.5</sub>, and lead.

The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (44). In this report the AQMD clearly states (Page D-3):

*“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is  $HI > 1.0$  while the cumulative (facility-wide) is  $HI > 3.0$ . It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

*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.”*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific



impacts would be considered cumulatively considerable. As previously noted, the Project will not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the Project will not result in a cumulatively significant impact for construction or operational activity.

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## 4 FINDINGS & CONCLUSIONS

### **CONSTRUCTION-SOURCE EMISSIONS**

#### *REGIONAL IMPACTS*

For regional emissions, the Project would not exceed the numerical thresholds of significance established by the South Coast Air Quality Management District (SCAQMD) for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation measures are required.

#### *LOCALIZED IMPACTS*

Project construction-source emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant. Therefore, a less than significant impact would occur.

#### *ODORS*

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less-than-significant.

### **OPERATIONAL-SOURCE EMISSIONS**

#### *REGIONAL IMPACTS*

For regional emissions, the Project would not exceed the numerical thresholds of significance established by the SCAQMD. Additionally, the proposed Project would result in fewer impacts when compared to emissions associated with the existing use. Thus a less than significant impact would occur for Project-related operational-source emissions and no mitigation measures are required.

#### *LOCALIZED IMPACTS*

Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the operational LSTs section of this report. The proposed Project would not result in a significant CO "hotspot" as a result of Project related traffic during ongoing operations.

#### *ODORS*

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include

disposal of miscellaneous refuse. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances (1). Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Potential operational-source odor impacts are therefore considered less-than-significant.

## 5 REFERENCES

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## 6 CERTIFICATION

The contents of this air study report represent an accurate depiction of the environmental impacts associated with the proposed 8978 Haven Ave. Warehouse Project. The information contained in this air quality impact assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 336-5987.

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### EDUCATION

Master of Science in Environmental Studies  
California State University, Fullerton • May, 2010

Bachelor of Arts in Environmental Analysis and Design  
University of California, Irvine • June, 2006

### PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Planners  
AWMA – Air and Waste Management Association  
ASTM – American Society for Testing and Materials

### PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June, 2011  
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April, 2008  
Principles of Ambient Air Monitoring – California Air Resources Board • August, 2007  
AB2588 Regulatory Standards – Trinity Consultants • November, 2006  
Air Dispersion Modeling – Lakes Environmental • June, 2006



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## **APPENDIX 2.1:**

### **STATE/FEDERAL ATTAINMENT STATUS OF CRITERIA POLLUTANTS**

**TABLE 2-3**  
National Ambient Air Quality Standards (NAAQS) Attainment Status - South Coast Air Basin

Criteria Pollutant	Averaging Time	Designation <sup>a</sup>	Attainment Date <sup>b</sup>
<b>Ozone (O<sub>3</sub>)</b>	(1979) <b>1-Hour</b> (0.12 ppm) <sup>c</sup>	Nonattainment (“extreme”)	2/26/2023 (revised deadline)
	(2015) <b>8-Hour</b> (0.070 ppm) <sup>d</sup>	Pending – Expect Nonattainment (“extreme”)	Pending (beyond 2032)
	(2008) <b>8-Hour</b> (0.075 ppm) <sup>d</sup>	Nonattainment (“extreme”)	7/20/2032
	(1997) <b>8-Hour</b> (0.08 ppm) <sup>d</sup>	Nonattainment (“extreme”)	6/15/2024
<b>PM<sub>2.5</sub><sup>e</sup></b>	(2006) <b>24-Hour</b> (35 µg/m <sup>3</sup> )	Nonattainment (“serious”)	12/31/2019
	(2012) <b>Annual</b> (12.0 µg/m <sup>3</sup> )	Nonattainment (“moderate”)	12/31/2021
	(1997) <b>Annual</b> (15.0 µg/m <sup>3</sup> )	Attainment (final determination pending)	4/5/2015 (attained 2013)
<b>PM<sub>10</sub><sup>f</sup></b>	(1987) <b>24-hour</b> (150 µg/m <sup>3</sup> )	Attainment (Maintenance)	7/26/2013 (attained)
<b>Lead (Pb)<sup>g</sup></b>	(2008) <b>3-Months Rolling</b> (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) (Attainment determination to be requested)	12/31/2015
<b>CO</b>	(1971) <b>1-Hour</b> (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	(1971) <b>8-Hour</b> (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
<b>NO<sub>2</sub><sup>h</sup></b>	(2010) <b>1-Hour</b> (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	(1971) <b>Annual</b> (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
<b>SO<sub>2</sub><sup>i</sup></b>	(2010) <b>1-Hour</b> (75 ppb)	Designations Pending (expect Unclassifiable/Attainment)	N/A (attained)
	(1971) <b>24-Hour</b> (0.14 ppm) (1971) <b>Annual</b> (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)

- a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable
- b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for an attainment demonstration
- c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective 6/15/05 ; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard; original attainment date was 11/15/2010; the revised attainment date is 2/6/23
- d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm, effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone NAAQS implementation rule, effective 4/6/15; there are continuing obligations under the revoked 1997 and revised 2008 ozone NAAQS until they are attained
- e) The attainment deadline for the 2006 24-hour PM<sub>2.5</sub> NAAQS was 12/31/15 for the former “moderate” classification; U.S.EPA approved reclassification to “serious,” effective 2/12/16 with an attainment deadline of 12/31/2019; the 2012 (proposal year) annual PM<sub>2.5</sub> NAAQS was revised on 1/15/13, effective 3/18/13, from 15 to 12 µg/m<sup>3</sup>; new annual designations were final 1/15/15, effective 4/15/15; on July 25, 2016 U.S. EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m<sup>3</sup>) and 24-hour PM<sub>2.5</sub> (65 µg/m<sup>3</sup>) NAAQS, effective August 24, 2016
- f) The annual PM<sub>10</sub> NAAQS was revoked, effective 12/18/06; the 24-hour PM<sub>10</sub> NAAQS deadline was 12/31/2006; the Basin’s Attainment Re-designation Request and PM<sub>10</sub> Maintenance Plan was approved by U.S. EPA on 6/26/13, effective 7/26/13
- g) Partial Nonattainment designation – Los Angeles County portion of the Basin only for near-source monitors; expect to remain in attainment based on current monitoring data; attainment re-designation request pending
- h) New 1-hour NO<sub>2</sub> NAAQS became effective 8/2/10, with attainment designations 1/20/12; annual NO<sub>2</sub> NAAQS retained
- i) The 1971 annual and 24-hour SO<sub>2</sub> NAAQS were revoked, effective 8/23/10; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO<sub>2</sub> 1-hour NAAQS; final area designations expected by 12/31/20 due to new source-specific monitoring requirements; Basin expected to be in attainment due to ongoing clean data

**TABLE 2-4**  
**National Ambient Air Quality Standards (NAAQS) Attainment Status**  
**Coachella Valley Portion of the Salton Sea Air Basin**

Criteria Pollutant	Averaging Time	Designation <sup>a</sup>	Attainment Date <sup>b</sup>
<b>Ozone (O<sub>3</sub>)</b>	(1979) <b>1-Hour</b> (0.12 ppm) <sup>c</sup>	Attainment	11/15/2007 (attained 12/31/2013)
	(2015) <b>8-Hour</b> (0.070 ppm) <sup>d</sup>	Pending – Expect Nonattainment (Severe)	Pending
	(2008) <b>8-Hour</b> (0.075 ppm) <sup>d</sup>	Nonattainment (Severe-15)	7/20/2027
	(1997) <b>8-Hour</b> (0.08 ppm) <sup>d</sup>	Nonattainment (Severe-15)	6/15/2019
<b>PM<sub>2.5</sub><sup>e</sup></b>	(2006) <b>24-Hour</b> (35 µg/m <sup>3</sup> )	Unclassifiable/Attainment	N/A (attained)
	(2012) <b>Annual</b> (12.0 µg/m <sup>3</sup> )	Unclassifiable/Attainment	N/A (attained)
	(1997) <b>Annual</b> (15.0 µg/m <sup>3</sup> )	Unclassifiable/Attainment	N/A (attained)
<b>PM<sub>10</sub><sup>f</sup></b>	(1987) <b>24-hour</b> (150 µg/m <sup>3</sup> )	Nonattainment (“serious”)	12/31/2006
<b>Lead (Pb)</b>	(2008) <b>3-Months Rolling</b> (0.15 µg/m <sup>3</sup> )	Unclassifiable/Attainment	Unclassifiable/ Attainment
<b>CO</b>	(1971) <b>1-Hour</b> (35 ppm)	Unclassifiable/Attainment	N/A (attained)
	(1971) <b>8-Hour</b> (9 ppm)	Unclassifiable/Attainment	N/A (attained)
<b>NO<sub>2</sub><sup>g</sup></b>	(2010) <b>1-Hour</b> (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	(1971) <b>Annual</b> (0.053 ppm)	Unclassifiable/Attainment	N/A (attained)
<b>SO<sub>2</sub><sup>h</sup></b>	(2010) <b>1-Hour</b> (75 ppb)	Designations Pending	N/A
	(1971) <b>24-Hour</b> (0.14 ppm)	Unclassifiable/Attainment	Unclassifiable/ Attainment
	(1971) <b>Annual</b> (0.03 ppm)		

- a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable
- b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for an attainment demonstration
- c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective 6/15/05; the Southeast Desert Modified Air Quality Management Area, including the Coachella Valley, had not timely attained this standard by the 11/15/07 “severe-17” deadline, based on 2005-2007 data; on 8/25/14, U.S. EPA proposed a clean data finding based on 2011–2013 data and a determination of attainment for the former 1-hour ozone NAAQS for the Southeast Desert nonattainment area; this rule was finalized by U.S. EPA on 4/15/15, effective 5/15/15, that included preliminary 2014 data
- d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm, effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone NAAQS implementation rule, effective 4/6/15; there are continuing obligations under the 1997 and 2008 ozone NAAQS until they are attained
- e) The annual PM<sub>2.5</sub> standard was revised on 1/15/13, effective 3/18/13, from 15 to 12 µg/m<sup>3</sup>
- f) The annual PM<sub>10</sub> standard was revoked, effective 12/18/06; the 24-hour PM<sub>10</sub> NAAQS attainment deadline was 12/31/2006; the Coachella Valley Attainment Re-designation Request and PM<sub>10</sub> Maintenance Plan was postponed by U.S. EPA pending additional monitoring and analysis in the southeastern Coachella Valley
- g) New 1-hour NO<sub>2</sub> NAAQS became effective 8/2/10; attainment designations 1/20/12; annual NO<sub>2</sub> NAAQS retained
- h) The 1971 Annual and 24-hour SO<sub>2</sub> NAAQS were revoked, effective 8/23/10; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO<sub>2</sub> 1-hour standard; final area designations expected by 12/31/2020 with SSAB expected to be designated Unclassifiable/Attainment

The current status of CAAQS attainment for the pollutants with State standards is presented in Table 2-5 for the Basin and the Riverside County portion of the SSAB (Coachella Valley).

TABLE 2-5

California Ambient Air Quality Standards (CAAQS) Attainment Status  
South Coast Air Basin and Coachella Valley portion of Salton Sea Air Basin

Pollutant	Averaging Time and Level <sup>b</sup>	Designation <sup>a</sup>	
		South Coast Air Basin	Coachella Valley
Ozone (O <sub>3</sub> )	1-Hour (0.09 ppm) <sup>c</sup>	Nonattainment	Nonattainment
	8-Hour (0.070 ppm) <sup>d</sup>	Nonattainment	Nonattainment
PM <sub>2.5</sub>	Annual (12.0 µg/m <sup>3</sup> )	Nonattainment	Attainment
PM <sub>10</sub>	24-Hour (50 µg/m <sup>3</sup> )	Nonattainment	Nonattainment
	Annual (20 µg/m <sup>3</sup> )	Nonattainment	Nonattainment
Lead (Pb)	30-Day Average (1.5 µg/m <sup>3</sup> )	Attainment	Attainment
CO	1-Hour (20 ppm)	Attainment	Attainment
	8-Hour (9.0 ppm)	Attainment	Attainment
NO <sub>2</sub>	1-Hour (0.18 ppm)	Attainment	Attainment
	Annual (0.030 ppm)	Attainment	Attainment
SO <sub>2</sub>	1-Hour (0.25 ppm)	Attainment	Attainment
	24-Hour (0.04 ppm)	Attainment	Attainment
Sulfates	24-Hour (25 µg/m <sup>3</sup> )	Attainment	Attainment
H <sub>2</sub> S <sup>c</sup>	1-Hour (0.03 ppm)	Unclassified	Unclassified <sup>c)</sup>

- a) CA State designations shown were updated by CARB in 2016, based on the 2013–2015 3-year period; stated designations are based on a 3-year data period after consideration of outliers and exceptional events; Source: <http://www.arb.ca.gov/desig/statedesig.htm#current>
- b) CA State standards, or CAAQS, for ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are values not to be exceeded; lead, sulfates, and H<sub>2</sub>S standards are values not to be equaled or exceeded; CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations
- c) SCAQMD began monitoring H<sub>2</sub>S in the southeastern Coachella Valley in November 2013 due to odor events related to the Salton Sea; three full years of data are not yet available for a State designation, but nonattainment is anticipated for the H<sub>2</sub>S CAAQS in at least part of the Coachella Valley

The 1979 federal 1-hour ozone standard (0.12 ppm) was revoked by the U.S. EPA and replaced by the 8-hour average ozone standard (0.08 ppm), effective June 15, 2005. However, the Basin and the former Southeast Desert Modified Air Quality Management Area (which included the Coachella Valley) had not attained the 1-hour federal ozone NAAQS by the attainment dates in 2010 and 2007, respectively, and, therefore, had continuing obligations under the former standard. On August 25, 2014, U.S. EPA

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## **APPENDIX 3.1:**

### **CALEEMOD CONSTRUCTION EMISSIONS MODEL OUTPUTS**

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**8th St. and Haven Av. (Construction - Unmitigated)**  
**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

---

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

## Project Characteristics -

Land Use - Lot Acreage obtained from Site Plan and information provided by the Client.

Construction Phase - Construction Schedule based on Opening Year 2020 and approved by the Client.

Off-road Equipment - Hours based on an 8-hour workday.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment - Construction Equipment approved by the Client.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Demolition -

Grading -

Vehicle Trips - Construction Run Only.

Energy Use - Construction Run Only.

Water And Wastewater - Construction Run Only.

Solid Waste - Construction Run Only.

Construction Off-road Equipment Mitigation -

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	18.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblSolidWaste	SolidWasteGenerationRate	113.39	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	27,895,687.50	0.00

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

## 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					
2019	63.1660	68.2667	23.9004	0.0590	20.3885	2.9736	23.3621	10.2131	2.7357	12.9488	0.0000	5,844.255 3	5,844.255 3	1.7924	0.0000	5,889.064 4
2020	63.1285	2.2884	2.9204	5.3600e-003	0.1453	0.1490	0.2943	0.0385	0.1489	0.1875	0.0000	514.4115	514.4115	0.0330	0.0000	515.2376
Maximum	63.1660	68.2667	23.9004	0.0590	20.3885	2.9736	23.3621	10.2131	2.7357	12.9488	0.0000	5,844.255 3	5,844.255 3	1.7924	0.0000	5,889.064 4

#### 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					
2019	63.1660	68.2667	23.9004	0.0590	8.0742	2.9736	11.0478	4.0156	2.7357	6.7513	0.0000	5,844.255 3	5,844.255 3	1.7924	0.0000	5,889.064 4
2020	63.1285	2.2884	2.9204	5.3600e-003	0.1453	0.1490	0.2943	0.0385	0.1489	0.1875	0.0000	514.4115	514.4115	0.0330	0.0000	515.2376
Maximum	63.1660	68.2667	23.9004	0.0590	8.0742	2.9736	11.0478	4.0156	2.7357	6.7513	0.0000	5,844.255 3	5,844.255 3	1.7924	0.0000	5,889.064 4

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	59.97	0.00	52.05	60.45	0.00	47.18	0.00	0.00	0.00	0.00	0.00	0.00

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.0515</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.0515</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/28/2019	5	20	
2	Site Preparation	Site Preparation	6/29/2019	7/5/2019	5	5	
3	Grading	Grading	7/6/2019	7/17/2019	5	8	
4	Building Construction	Building Construction	7/18/2019	12/4/2019	5	100	
5	Paving	Paving	12/5/2019	12/30/2019	5	18	
6	Architectural Coating	Architectural Coating	12/31/2019	1/23/2020	5	18	

**Acres of Grading (Site Preparation Phase): 10****Acres of Grading (Grading Phase): 16****Acres of Paving: 0.9****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 180,942; Non-Residential Outdoor: 60,314; Striped Parking Area: 2,400 (Architectural Coating – sqft)****OffRoad Equipment**

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	8.00	9	0.56
Paving	Crawler Tractors	1	8.00	212	0.43
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	8.00	78	0.48

Trips and VMT

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	405.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	67.00	26.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.3815	0.0000	4.3815	0.6634	0.0000	0.6634			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.899 4	3,816.899 4	1.0618		3,843.445 1
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>4.3815</b>	<b>1.7949</b>	<b>6.1764</b>	<b>0.6634</b>	<b>1.6697</b>	<b>2.3331</b>		<b>3,816.899 4</b>	<b>3,816.899 4</b>	<b>1.0618</b>		<b>3,843.445 1</b>



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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	0.1713	5.9746	1.2208	0.0156	0.3539	0.0223	0.3761	0.0970	0.0213	0.1183		1,683.686 2	1,683.686 2	0.1223		1,686.743 1
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	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.2513</b>	<b>6.0306</b>	<b>1.8289</b>	<b>0.0173</b>	<b>0.5215</b>	<b>0.0236</b>	<b>0.5451</b>	<b>0.1415</b>	<b>0.0225</b>	<b>0.1640</b>		<b>1,849.384 5</b>	<b>1,849.384 5</b>	<b>0.1275</b>		<b>1,852.570 9</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7088	0.0000	1.7088	0.2587	0.0000	0.2587			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.899 4	3,816.899 4	1.0618		3,843.445 1
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>1.7088</b>	<b>1.7949</b>	<b>3.5037</b>	<b>0.2587</b>	<b>1.6697</b>	<b>1.9284</b>	<b>0.0000</b>	<b>3,816.899 4</b>	<b>3,816.899 4</b>	<b>1.0618</b>		<b>3,843.445 1</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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	0.1713	5.9746	1.2208	0.0156	0.3539	0.0223	0.3761	0.0970	0.0213	0.1183		1,683.686 2	1,683.686 2	0.1223		1,686.743 1
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	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.2513</b>	<b>6.0306</b>	<b>1.8289</b>	<b>0.0173</b>	<b>0.5215</b>	<b>0.0236</b>	<b>0.5451</b>	<b>0.1415</b>	<b>0.0225</b>	<b>0.1640</b>		<b>1,849.384 5</b>	<b>1,849.384 5</b>	<b>0.1275</b>		<b>1,852.570 9</b>

**3.3 Site Preparation - 2019****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					20.1873	0.0000	20.1873	10.1597	0.0000	10.1597			0.0000			0.0000
Off-Road	5.8450	68.1996	23.1708	0.0570		2.9720	2.9720		2.7343	2.7343		5,645.417 3	5,645.417 3	1.7862		5,690.071 0
<b>Total</b>	<b>5.8450</b>	<b>68.1996</b>	<b>23.1708</b>	<b>0.0570</b>	<b>20.1873</b>	<b>2.9720</b>	<b>23.1593</b>	<b>10.1597</b>	<b>2.7343</b>	<b>12.8940</b>		<b>5,645.417 3</b>	<b>5,645.417 3</b>	<b>1.7862</b>		<b>5,690.071 0</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2019****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	0.0960	0.0672	0.7297	2.0000e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		198.8380	198.8380	6.2100e-003		198.9933
<b>Total</b>	<b>0.0960</b>	<b>0.0672</b>	<b>0.7297</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>198.8380</b>	<b>198.8380</b>	<b>6.2100e-003</b>		<b>198.9933</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.8730	0.0000	7.8730	3.9623	0.0000	3.9623			0.0000			0.0000
Off-Road	5.8450	68.1996	23.1708	0.0570		2.9720	2.9720		2.7343	2.7343	0.0000	5,645.4173	5,645.4173	1.7862		5,690.0710
<b>Total</b>	<b>5.8450</b>	<b>68.1996</b>	<b>23.1708</b>	<b>0.0570</b>	<b>7.8730</b>	<b>2.9720</b>	<b>10.8451</b>	<b>3.9623</b>	<b>2.7343</b>	<b>6.6965</b>	<b>0.0000</b>	<b>5,645.4173</b>	<b>5,645.4173</b>	<b>1.7862</b>		<b>5,690.0710</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2019****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	0.0960	0.0672	0.7297	2.0000e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		198.8380	198.8380	6.2100e-003		198.9933
<b>Total</b>	<b>0.0960</b>	<b>0.0672</b>	<b>0.7297</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>198.8380</b>	<b>198.8380</b>	<b>6.2100e-003</b>		<b>198.9933</b>

**3.4 Grading - 2019****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					8.1431	0.0000	8.1431	3.5393	0.0000	3.5393			0.0000			0.0000
Off-Road	3.7130	45.3181	17.1242	0.0439		1.8336	1.8336		1.6869	1.6869		4,346.0301	4,346.0301	1.3750		4,380.4060
<b>Total</b>	<b>3.7130</b>	<b>45.3181</b>	<b>17.1242</b>	<b>0.0439</b>	<b>8.1431</b>	<b>1.8336</b>	<b>9.9767</b>	<b>3.5393</b>	<b>1.6869</b>	<b>5.2262</b>		<b>4,346.0301</b>	<b>4,346.0301</b>	<b>1.3750</b>		<b>4,380.4060</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.4 Grading - 2019****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	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.0800</b>	<b>0.0560</b>	<b>0.6081</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>165.6984</b>	<b>165.6984</b>	<b>5.1800e-003</b>		<b>165.8278</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1758	0.0000	3.1758	1.3803	0.0000	1.3803			0.0000			0.0000
Off-Road	3.7130	45.3181	17.1242	0.0439		1.8336	1.8336		1.6869	1.6869	0.0000	4,346.0301	4,346.0301	1.3750		4,380.4060
<b>Total</b>	<b>3.7130</b>	<b>45.3181</b>	<b>17.1242</b>	<b>0.0439</b>	<b>3.1758</b>	<b>1.8336</b>	<b>5.0094</b>	<b>1.3803</b>	<b>1.6869</b>	<b>3.0672</b>	<b>0.0000</b>	<b>4,346.0301</b>	<b>4,346.0301</b>	<b>1.3750</b>		<b>4,380.4060</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.4 Grading - 2019****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	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.0800</b>	<b>0.0560</b>	<b>0.6081</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>165.6984</b>	<b>165.6984</b>	<b>5.1800e-003</b>		<b>165.8278</b>

**3.5 Building Construction - 2019****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	3.6440	39.6763	19.1447	0.0430		1.8165	1.8165		1.6972	1.6972		4,187.5330	4,187.5330	1.1363		4,215.9399
<b>Total</b>	<b>3.6440</b>	<b>39.6763</b>	<b>19.1447</b>	<b>0.0430</b>		<b>1.8165</b>	<b>1.8165</b>		<b>1.6972</b>	<b>1.6972</b>		<b>4,187.5330</b>	<b>4,187.5330</b>	<b>1.1363</b>		<b>4,215.9399</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2019****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	0.1047	2.9771	0.8010	6.5500e-003	0.1664	0.0200	0.1864	0.0479	0.0192	0.0671		697.6223	697.6223	0.0511		698.8989
Worker	0.3573	0.2501	2.7161	7.4300e-003	0.7489	5.8300e-003	0.7547	0.1986	5.3700e-003	0.2040		740.1194	740.1194	0.0231		740.6974
<b>Total</b>	<b>0.4620</b>	<b>3.2272</b>	<b>3.5170</b>	<b>0.0140</b>	<b>0.9153</b>	<b>0.0259</b>	<b>0.9412</b>	<b>0.2465</b>	<b>0.0245</b>	<b>0.2710</b>		<b>1,437.7417</b>	<b>1,437.7417</b>	<b>0.0742</b>		<b>1,439.5963</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6440	39.6763	19.1447	0.0430		1.8165	1.8165		1.6972	1.6972	0.0000	4,187.5330	4,187.5330	1.1363		4,215.9399
<b>Total</b>	<b>3.6440</b>	<b>39.6763</b>	<b>19.1447</b>	<b>0.0430</b>		<b>1.8165</b>	<b>1.8165</b>		<b>1.6972</b>	<b>1.6972</b>	<b>0.0000</b>	<b>4,187.5330</b>	<b>4,187.5330</b>	<b>1.1363</b>		<b>4,215.9399</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2019****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	0.1047	2.9771	0.8010	6.5500e-003	0.1664	0.0200	0.1864	0.0479	0.0192	0.0671		697.6223	697.6223	0.0511		698.8989
Worker	0.3573	0.2501	2.7161	7.4300e-003	0.7489	5.8300e-003	0.7547	0.1986	5.3700e-003	0.2040		740.1194	740.1194	0.0231		740.6974
<b>Total</b>	<b>0.4620</b>	<b>3.2272</b>	<b>3.5170</b>	<b>0.0140</b>	<b>0.9153</b>	<b>0.0259</b>	<b>0.9412</b>	<b>0.2465</b>	<b>0.0245</b>	<b>0.2710</b>		<b>1,437.7417</b>	<b>1,437.7417</b>	<b>0.0742</b>		<b>1,439.5963</b>

**3.6 Paving - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8945	20.8499	14.9595	0.0274		1.0018	1.0018		0.9240	0.9240		2,669.8199	2,669.8199	0.8232		2,690.4005
Paving	0.1310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.0255</b>	<b>20.8499</b>	<b>14.9595</b>	<b>0.0274</b>		<b>1.0018</b>	<b>1.0018</b>		<b>0.9240</b>	<b>0.9240</b>		<b>2,669.8199</b>	<b>2,669.8199</b>	<b>0.8232</b>		<b>2,690.4005</b>



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.6 Paving - 2019****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	0.1067	0.0747	0.8108	2.2200e-003	0.2236	1.7400e-003	0.2253	0.0593	1.6000e-003	0.0609		220.9312	220.9312	6.9000e-003		221.1037
<b>Total</b>	<b>0.1067</b>	<b>0.0747</b>	<b>0.8108</b>	<b>2.2200e-003</b>	<b>0.2236</b>	<b>1.7400e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6000e-003</b>	<b>0.0609</b>		<b>220.9312</b>	<b>220.9312</b>	<b>6.9000e-003</b>		<b>221.1037</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8945	20.8499	14.9595	0.0274		1.0018	1.0018		0.9240	0.9240	0.0000	2,669.8199	2,669.8199	0.8232		2,690.4005
Paving	0.1310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.0255</b>	<b>20.8499</b>	<b>14.9595</b>	<b>0.0274</b>		<b>1.0018</b>	<b>1.0018</b>		<b>0.9240</b>	<b>0.9240</b>	<b>0.0000</b>	<b>2,669.8199</b>	<b>2,669.8199</b>	<b>0.8232</b>		<b>2,690.4005</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.6 Paving - 2019****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	0.1067	0.0747	0.8108	2.2200e-003	0.2236	1.7400e-003	0.2253	0.0593	1.6000e-003	0.0609		220.9312	220.9312	6.9000e-003		221.1037
<b>Total</b>	<b>0.1067</b>	<b>0.0747</b>	<b>0.8108</b>	<b>2.2200e-003</b>	<b>0.2236</b>	<b>1.7400e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6000e-003</b>	<b>0.0609</b>		<b>220.9312</b>	<b>220.9312</b>	<b>6.9000e-003</b>		<b>221.1037</b>

**3.7 Architectural Coating - 2019****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	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3553	2.4472	2.4551	3.9600e-003		0.1717	0.1717		0.1717	0.1717		375.2641	375.2641	0.0317		376.0565
<b>Total</b>	<b>63.0967</b>	<b>2.4472</b>	<b>2.4551</b>	<b>3.9600e-003</b>		<b>0.1717</b>	<b>0.1717</b>		<b>0.1717</b>	<b>0.1717</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0317</b>		<b>376.0565</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2019****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	0.0693	0.0485	0.5270	1.4400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		143.6053	143.6053	4.4900e-003		143.7174
<b>Total</b>	<b>0.0693</b>	<b>0.0485</b>	<b>0.5270</b>	<b>1.4400e-003</b>	<b>0.1453</b>	<b>1.1300e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0400e-003</b>	<b>0.0396</b>		<b>143.6053</b>	<b>143.6053</b>	<b>4.4900e-003</b>		<b>143.7174</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3553	2.4472	2.4551	3.9600e-003		0.1717	0.1717		0.1717	0.1717	0.0000	375.2641	375.2641	0.0317		376.0565
<b>Total</b>	<b>63.0967</b>	<b>2.4472</b>	<b>2.4551</b>	<b>3.9600e-003</b>		<b>0.1717</b>	<b>0.1717</b>		<b>0.1717</b>	<b>0.1717</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0317</b>		<b>376.0565</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2019****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	0.0693	0.0485	0.5270	1.4400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		143.6053	143.6053	4.4900e-003		143.7174
<b>Total</b>	<b>0.0693</b>	<b>0.0485</b>	<b>0.5270</b>	<b>1.4400e-003</b>	<b>0.1453</b>	<b>1.1300e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0400e-003</b>	<b>0.0396</b>		<b>143.6053</b>	<b>143.6053</b>	<b>4.4900e-003</b>		<b>143.7174</b>

**3.7 Architectural Coating - 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					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3229	2.2451	2.4419	3.9600e-003		0.1479	0.1479		0.1479	0.1479		375.2641	375.2641	0.0291		375.9904
<b>Total</b>	<b>63.0643</b>	<b>2.2451</b>	<b>2.4419</b>	<b>3.9600e-003</b>		<b>0.1479</b>	<b>0.1479</b>		<b>0.1479</b>	<b>0.1479</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0291</b>		<b>375.9904</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2020****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	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
<b>Total</b>	<b>0.0642</b>	<b>0.0433</b>	<b>0.4785</b>	<b>1.4000e-003</b>	<b>0.1453</b>	<b>1.1000e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0200e-003</b>	<b>0.0396</b>		<b>139.1474</b>	<b>139.1474</b>	<b>3.9900e-003</b>		<b>139.2472</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3229	2.2451	2.4419	3.9600e-003		0.1479	0.1479		0.1479	0.1479	0.0000	375.2641	375.2641	0.0291		375.9904
<b>Total</b>	<b>63.0643</b>	<b>2.2451</b>	<b>2.4419</b>	<b>3.9600e-003</b>		<b>0.1479</b>	<b>0.1479</b>		<b>0.1479</b>	<b>0.1479</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0291</b>		<b>375.9904</b>

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2020****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	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
<b>Total</b>	<b>0.0642</b>	<b>0.0433</b>	<b>0.4785</b>	<b>1.4000e-003</b>	<b>0.1453</b>	<b>1.1000e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0200e-003</b>	<b>0.0396</b>		<b>139.1474</b>	<b>139.1474</b>	<b>3.9900e-003</b>		<b>139.2472</b>

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

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

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

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	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
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**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					
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
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	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					
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
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Winter

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**8th St. and Haven Av. (Construction - Unmitigated)**  
**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

## Project Characteristics -

Land Use - Lot Acreage obtained from Site Plan and information provided by the Client.

Construction Phase - Construction Schedule based on Opening Year 2020 and approved by the Client.

Off-road Equipment - Hours based on an 8-hour workday.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment - Construction Equipment approved by the Client.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Demolition -

Grading -

Vehicle Trips - Construction Run Only.

Energy Use - Construction Run Only.

Water And Wastewater - Construction Run Only.

Solid Waste - Construction Run Only.

Construction Off-road Equipment Mitigation -

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	18.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblSolidWaste	SolidWasteGenerationRate	113.39	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	27,895,687.50	0.00

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**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					
2019	63.1604	68.2609	23.9796	0.0591	20.3885	2.9736	23.3621	10.2131	2.7357	12.9488	0.0000	5,857.995 3	5,857.995 3	1.7928	0.0000	5,902.815 3
2020	63.1231	2.2847	2.9734	5.4500e-003	0.1453	0.1490	0.2943	0.0385	0.1489	0.1875	0.0000	524.0383	524.0383	0.0333	0.0000	524.8716
<b>Maximum</b>	<b>63.1604</b>	<b>68.2609</b>	<b>23.9796</b>	<b>0.0591</b>	<b>20.3885</b>	<b>2.9736</b>	<b>23.3621</b>	<b>10.2131</b>	<b>2.7357</b>	<b>12.9488</b>	<b>0.0000</b>	<b>5,857.995 3</b>	<b>5,857.995 3</b>	<b>1.7928</b>	<b>0.0000</b>	<b>5,902.815 3</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	63.1604	68.2609	23.9796	0.0591	8.0742	2.9736	11.0478	4.0156	2.7357	6.7513	0.0000	5,857.995 3	5,857.995 3	1.7928	0.0000	5,902.815 3
2020	63.1231	2.2847	2.9734	5.4500e-003	0.1453	0.1490	0.2943	0.0385	0.1489	0.1875	0.0000	524.0383	524.0383	0.0333	0.0000	524.8716
<b>Maximum</b>	<b>63.1604</b>	<b>68.2609</b>	<b>23.9796</b>	<b>0.0591</b>	<b>8.0742</b>	<b>2.9736</b>	<b>11.0478</b>	<b>4.0156</b>	<b>2.7357</b>	<b>6.7513</b>	<b>0.0000</b>	<b>5,857.995 3</b>	<b>5,857.995 3</b>	<b>1.7928</b>	<b>0.0000</b>	<b>5,902.815 3</b>



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	59.97	0.00	52.05	60.45	0.00	47.18	0.00	0.00	0.00	0.00	0.00	0.00

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.0515</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.0515</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/28/2019	5	20	
2	Site Preparation	Site Preparation	6/29/2019	7/5/2019	5	5	
3	Grading	Grading	7/6/2019	7/17/2019	5	8	
4	Building Construction	Building Construction	7/18/2019	12/4/2019	5	100	
5	Paving	Paving	12/5/2019	12/30/2019	5	18	
6	Architectural Coating	Architectural Coating	12/31/2019	1/23/2020	5	18	

**Acres of Grading (Site Preparation Phase): 10****Acres of Grading (Grading Phase): 16****Acres of Paving: 0.9****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 180,942; Non-Residential Outdoor: 60,314; Striped Parking Area: 2,400 (Architectural Coating – sqft)****OffRoad Equipment**

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	8.00	9	0.56
Paving	Crawler Tractors	1	8.00	212	0.43
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	8.00	78	0.48

Trips and VMT

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	405.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	67.00	26.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.3815	0.0000	4.3815	0.6634	0.0000	0.6634			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.899 4	3,816.899 4	1.0618		3,843.445 1
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>4.3815</b>	<b>1.7949</b>	<b>6.1764</b>	<b>0.6634</b>	<b>1.6697</b>	<b>2.3331</b>		<b>3,816.899 4</b>	<b>3,816.899 4</b>	<b>1.0618</b>		<b>3,843.445 1</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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	0.1664	5.8953	1.1284	0.0159	0.3539	0.0219	0.3757	0.0970	0.0209	0.1179		1,714.804 8	1,714.804 8	0.1170		1,717.729 3
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	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.2399</b>	<b>5.9464</b>	<b>1.8024</b>	<b>0.0177</b>	<b>0.5215</b>	<b>0.0232</b>	<b>0.5447</b>	<b>0.1415</b>	<b>0.0221</b>	<b>0.1636</b>		<b>1,891.953 2</b>	<b>1,891.953 2</b>	<b>0.1225</b>		<b>1,895.016 2</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7088	0.0000	1.7088	0.2587	0.0000	0.2587			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.899 4	3,816.899 4	1.0618		3,843.445 1
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>1.7088</b>	<b>1.7949</b>	<b>3.5037</b>	<b>0.2587</b>	<b>1.6697</b>	<b>1.9284</b>	<b>0.0000</b>	<b>3,816.899 4</b>	<b>3,816.899 4</b>	<b>1.0618</b>		<b>3,843.445 1</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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	0.1664	5.8953	1.1284	0.0159	0.3539	0.0219	0.3757	0.0970	0.0209	0.1179		1,714.8048	1,714.8048	0.1170		1,717.7293
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	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.2399</b>	<b>5.9464</b>	<b>1.8024</b>	<b>0.0177</b>	<b>0.5215</b>	<b>0.0232</b>	<b>0.5447</b>	<b>0.1415</b>	<b>0.0221</b>	<b>0.1636</b>		<b>1,891.9532</b>	<b>1,891.9532</b>	<b>0.1225</b>		<b>1,895.0162</b>

**3.3 Site Preparation - 2019****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					20.1873	0.0000	20.1873	10.1597	0.0000	10.1597			0.0000			0.0000
Off-Road	5.8450	68.1996	23.1708	0.0570		2.9720	2.9720		2.7343	2.7343		5,645.4173	5,645.4173	1.7862		5,690.0710
<b>Total</b>	<b>5.8450</b>	<b>68.1996</b>	<b>23.1708</b>	<b>0.0570</b>	<b>20.1873</b>	<b>2.9720</b>	<b>23.1593</b>	<b>10.1597</b>	<b>2.7343</b>	<b>12.8940</b>		<b>5,645.4173</b>	<b>5,645.4173</b>	<b>1.7862</b>		<b>5,690.0710</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.3 Site Preparation - 2019****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	0.0882	0.0613	0.8088	2.1400e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		212.5780	212.5780	6.6500e-003		212.7442
<b>Total</b>	<b>0.0882</b>	<b>0.0613</b>	<b>0.8088</b>	<b>2.1400e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>212.5780</b>	<b>212.5780</b>	<b>6.6500e-003</b>		<b>212.7442</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.8730	0.0000	7.8730	3.9623	0.0000	3.9623			0.0000			0.0000
Off-Road	5.8450	68.1996	23.1708	0.0570		2.9720	2.9720		2.7343	2.7343	0.0000	5,645.4173	5,645.4173	1.7862		5,690.0710
<b>Total</b>	<b>5.8450</b>	<b>68.1996</b>	<b>23.1708</b>	<b>0.0570</b>	<b>7.8730</b>	<b>2.9720</b>	<b>10.8451</b>	<b>3.9623</b>	<b>2.7343</b>	<b>6.6965</b>	<b>0.0000</b>	<b>5,645.4173</b>	<b>5,645.4173</b>	<b>1.7862</b>		<b>5,690.0710</b>



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.3 Site Preparation - 2019****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	0.0882	0.0613	0.8088	2.1400e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		212.5780	212.5780	6.6500e-003		212.7442
<b>Total</b>	<b>0.0882</b>	<b>0.0613</b>	<b>0.8088</b>	<b>2.1400e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>212.5780</b>	<b>212.5780</b>	<b>6.6500e-003</b>		<b>212.7442</b>

**3.4 Grading - 2019****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					8.1431	0.0000	8.1431	3.5393	0.0000	3.5393			0.0000			0.0000
Off-Road	3.7130	45.3181	17.1242	0.0439		1.8336	1.8336		1.6869	1.6869		4,346.0301	4,346.0301	1.3750		4,380.4060
<b>Total</b>	<b>3.7130</b>	<b>45.3181</b>	<b>17.1242</b>	<b>0.0439</b>	<b>8.1431</b>	<b>1.8336</b>	<b>9.9767</b>	<b>3.5393</b>	<b>1.6869</b>	<b>5.2262</b>		<b>4,346.0301</b>	<b>4,346.0301</b>	<b>1.3750</b>		<b>4,380.4060</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.4 Grading - 2019****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	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1758	0.0000	3.1758	1.3803	0.0000	1.3803			0.0000			0.0000
Off-Road	3.7130	45.3181	17.1242	0.0439		1.8336	1.8336		1.6869	1.6869	0.0000	4,346.0301	4,346.0301	1.3750		4,380.4060
<b>Total</b>	<b>3.7130</b>	<b>45.3181</b>	<b>17.1242</b>	<b>0.0439</b>	<b>3.1758</b>	<b>1.8336</b>	<b>5.0094</b>	<b>1.3803</b>	<b>1.6869</b>	<b>3.0672</b>	<b>0.0000</b>	<b>4,346.0301</b>	<b>4,346.0301</b>	<b>1.3750</b>		<b>4,380.4060</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.4 Grading - 2019****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	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

**3.5 Building Construction - 2019****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	3.6440	39.6763	19.1447	0.0430		1.8165	1.8165		1.6972	1.6972		4,187.5330	4,187.5330	1.1363		4,215.9399
<b>Total</b>	<b>3.6440</b>	<b>39.6763</b>	<b>19.1447</b>	<b>0.0430</b>		<b>1.8165</b>	<b>1.8165</b>		<b>1.6972</b>	<b>1.6972</b>		<b>4,187.5330</b>	<b>4,187.5330</b>	<b>1.1363</b>		<b>4,215.9399</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2019****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	0.1002	2.9750	0.7192	6.7400e-003	0.1664	0.0197	0.1861	0.0479	0.0189	0.0668		718.1712	718.1712	0.0475		719.3592
Worker	0.3281	0.2283	3.0106	7.9500e-003	0.7489	5.8300e-003	0.7547	0.1986	5.3700e-003	0.2040		791.2627	791.2627	0.0248		791.8813
<b>Total</b>	<b>0.4284</b>	<b>3.2034</b>	<b>3.7297</b>	<b>0.0147</b>	<b>0.9153</b>	<b>0.0255</b>	<b>0.9408</b>	<b>0.2465</b>	<b>0.0242</b>	<b>0.2707</b>		<b>1,509.4339</b>	<b>1,509.4339</b>	<b>0.0723</b>		<b>1,511.2405</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6440	39.6763	19.1447	0.0430		1.8165	1.8165		1.6972	1.6972	0.0000	4,187.5330	4,187.5330	1.1363		4,215.9399
<b>Total</b>	<b>3.6440</b>	<b>39.6763</b>	<b>19.1447</b>	<b>0.0430</b>		<b>1.8165</b>	<b>1.8165</b>		<b>1.6972</b>	<b>1.6972</b>	<b>0.0000</b>	<b>4,187.5330</b>	<b>4,187.5330</b>	<b>1.1363</b>		<b>4,215.9399</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2019****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	0.1002	2.9750	0.7192	6.7400e-003	0.1664	0.0197	0.1861	0.0479	0.0189	0.0668		718.1712	718.1712	0.0475		719.3592
Worker	0.3281	0.2283	3.0106	7.9500e-003	0.7489	5.8300e-003	0.7547	0.1986	5.3700e-003	0.2040		791.2627	791.2627	0.0248		791.8813
<b>Total</b>	<b>0.4284</b>	<b>3.2034</b>	<b>3.7297</b>	<b>0.0147</b>	<b>0.9153</b>	<b>0.0255</b>	<b>0.9408</b>	<b>0.2465</b>	<b>0.0242</b>	<b>0.2707</b>		<b>1,509.4339</b>	<b>1,509.4339</b>	<b>0.0723</b>		<b>1,511.2405</b>

**3.6 Paving - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8945	20.8499	14.9595	0.0274		1.0018	1.0018		0.9240	0.9240		2,669.8199	2,669.8199	0.8232		2,690.4005
Paving	0.1310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.0255</b>	<b>20.8499</b>	<b>14.9595</b>	<b>0.0274</b>		<b>1.0018</b>	<b>1.0018</b>		<b>0.9240</b>	<b>0.9240</b>		<b>2,669.8199</b>	<b>2,669.8199</b>	<b>0.8232</b>		<b>2,690.4005</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.6 Paving - 2019****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	0.0980	0.0682	0.8987	2.3700e-003	0.2236	1.7400e-003	0.2253	0.0593	1.6000e-003	0.0609		236.1978	236.1978	7.3900e-003		236.3825
<b>Total</b>	<b>0.0980</b>	<b>0.0682</b>	<b>0.8987</b>	<b>2.3700e-003</b>	<b>0.2236</b>	<b>1.7400e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6000e-003</b>	<b>0.0609</b>		<b>236.1978</b>	<b>236.1978</b>	<b>7.3900e-003</b>		<b>236.3825</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8945	20.8499	14.9595	0.0274		1.0018	1.0018		0.9240	0.9240	0.0000	2,669.8199	2,669.8199	0.8232		2,690.4005
Paving	0.1310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.0255</b>	<b>20.8499</b>	<b>14.9595</b>	<b>0.0274</b>		<b>1.0018</b>	<b>1.0018</b>		<b>0.9240</b>	<b>0.9240</b>	<b>0.0000</b>	<b>2,669.8199</b>	<b>2,669.8199</b>	<b>0.8232</b>		<b>2,690.4005</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.6 Paving - 2019****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	0.0980	0.0682	0.8987	2.3700e-003	0.2236	1.7400e-003	0.2253	0.0593	1.6000e-003	0.0609		236.1978	236.1978	7.3900e-003		236.3825
<b>Total</b>	<b>0.0980</b>	<b>0.0682</b>	<b>0.8987</b>	<b>2.3700e-003</b>	<b>0.2236</b>	<b>1.7400e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6000e-003</b>	<b>0.0609</b>		<b>236.1978</b>	<b>236.1978</b>	<b>7.3900e-003</b>		<b>236.3825</b>

**3.7 Architectural Coating - 2019****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	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3553	2.4472	2.4551	3.9600e-003		0.1717	0.1717		0.1717	0.1717		375.2641	375.2641	0.0317		376.0565
<b>Total</b>	<b>63.0967</b>	<b>2.4472</b>	<b>2.4551</b>	<b>3.9600e-003</b>		<b>0.1717</b>	<b>0.1717</b>		<b>0.1717</b>	<b>0.1717</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0317</b>		<b>376.0565</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2019****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	0.0637	0.0443	0.5841	1.5400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		153.5286	153.5286	4.8000e-003		153.6486
<b>Total</b>	<b>0.0637</b>	<b>0.0443</b>	<b>0.5841</b>	<b>1.5400e-003</b>	<b>0.1453</b>	<b>1.1300e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0400e-003</b>	<b>0.0396</b>		<b>153.5286</b>	<b>153.5286</b>	<b>4.8000e-003</b>		<b>153.6486</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3553	2.4472	2.4551	3.9600e-003		0.1717	0.1717		0.1717	0.1717	0.0000	375.2641	375.2641	0.0317		376.0565
<b>Total</b>	<b>63.0967</b>	<b>2.4472</b>	<b>2.4551</b>	<b>3.9600e-003</b>		<b>0.1717</b>	<b>0.1717</b>		<b>0.1717</b>	<b>0.1717</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0317</b>		<b>376.0565</b>



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2019****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	0.0637	0.0443	0.5841	1.5400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		153.5286	153.5286	4.8000e-003		153.6486
<b>Total</b>	<b>0.0637</b>	<b>0.0443</b>	<b>0.5841</b>	<b>1.5400e-003</b>	<b>0.1453</b>	<b>1.1300e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0400e-003</b>	<b>0.0396</b>		<b>153.5286</b>	<b>153.5286</b>	<b>4.8000e-003</b>		<b>153.6486</b>

**3.7 Architectural Coating - 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					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3229	2.2451	2.4419	3.9600e-003		0.1479	0.1479		0.1479	0.1479		375.2641	375.2641	0.0291		375.9904
<b>Total</b>	<b>63.0643</b>	<b>2.2451</b>	<b>2.4419</b>	<b>3.9600e-003</b>		<b>0.1479</b>	<b>0.1479</b>		<b>0.1479</b>	<b>0.1479</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0291</b>		<b>375.9904</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2020****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	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
<b>Total</b>	<b>0.0588</b>	<b>0.0395</b>	<b>0.5315</b>	<b>1.4900e-003</b>	<b>0.1453</b>	<b>1.1000e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0200e-003</b>	<b>0.0396</b>		<b>148.7743</b>	<b>148.7743</b>	<b>4.2800e-003</b>		<b>148.8812</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.7414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3229	2.2451	2.4419	3.9600e-003		0.1479	0.1479		0.1479	0.1479	0.0000	375.2641	375.2641	0.0291		375.9904
<b>Total</b>	<b>63.0643</b>	<b>2.2451</b>	<b>2.4419</b>	<b>3.9600e-003</b>		<b>0.1479</b>	<b>0.1479</b>		<b>0.1479</b>	<b>0.1479</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0291</b>		<b>375.9904</b>

8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2020****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	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
<b>Total</b>	<b>0.0588</b>	<b>0.0395</b>	<b>0.5315</b>	<b>1.4900e-003</b>	<b>0.1453</b>	<b>1.1000e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>1.0200e-003</b>	<b>0.0396</b>		<b>148.7743</b>	<b>148.7743</b>	<b>4.2800e-003</b>		<b>148.8812</b>

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

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

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

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	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
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**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					
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
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	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					
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
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**



## 8th St. and Haven Av. (Construction - Unmitigated) - South Coast AQMD Air District, Summer

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

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

Equipment Type	Number
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**11.0 Vegetation**

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## **APPENDIX 3.2:**

### **CALEEMOD OPERATIONAL EMISSIONS MODEL OUTPUTS (PASSENGER CARS)**

8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**8th St. & Haven Av. (Proposed - Passenger Cars)**  
**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use - Lot acreage based on site plan.

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates from Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	0.15
tblVehicleTrips	SU_TR	1.68	0.06

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

tblVehicleTrips	WD_TR	1.68	1.39
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## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

[illegible]

### Mitigated Construction

[illegible]

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

[illegible]

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.2165	0.3875	4.6688	0.0175	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,749.1627	1,749.1627	0.0372		1,750.0934
<b>Total</b>	<b>2.9379</b>	<b>0.4535</b>	<b>4.7467</b>	<b>0.0179</b>	<b>2.1176</b>	<b>0.0188</b>	<b>2.1365</b>	<b>0.5614</b>	<b>0.0178</b>	<b>0.5791</b>		<b>1,828.1392</b>	<b>1,828.1392</b>	<b>0.0389</b>	<b>1.4500e-003</b>	<b>1,829.5422</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.2165	0.3875	4.6688	0.0175	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,749.1627	1,749.1627	0.0372		1,750.0934
<b>Total</b>	<b>2.9379</b>	<b>0.4535</b>	<b>4.7467</b>	<b>0.0179</b>	<b>2.1176</b>	<b>0.0188</b>	<b>2.1365</b>	<b>0.5614</b>	<b>0.0178</b>	<b>0.5791</b>		<b>1,828.1392</b>	<b>1,828.1392</b>	<b>0.0389</b>	<b>1.4500e-003</b>	<b>1,829.5422</b>



## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/1/2019	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0.9****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

**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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**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	0.2165	0.3875	4.6688	0.0175	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,749.1627	1,749.1627	0.0372		1,750.0934
Unmitigated	0.2165	0.3875	4.6688	0.0175	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,749.1627	1,749.1627	0.0372		1,750.0934

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	167.92	18.09	7.24	746,596	746,596
Total	167.92	18.09	7.24	746,596	746,596

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

**4.4 Fleet Mix**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
NaturalGas Unmitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**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					
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
Unrefrigerated Warehouse-No Rail	670.89	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
Unrefrigerated Warehouse-No Rail	0.67089	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**



## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Winter

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**8th St. & Haven Av. (Proposed - Passenger Cars)**  
**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use - Lot acreage based on site plan.

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates from Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	0.15
tblVehicleTrips	SU_TR	1.68	0.06

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

tblVehicleTrips	WD_TR	1.68	1.39
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## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

[illegible]

### Mitigated Construction

[illegible]

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

[illegible]

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.2358	0.3558	5.2580	0.0188	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,873.6578	1,873.6578	0.0402		1,874.6615
<b>Total</b>	<b>2.9572</b>	<b>0.4218</b>	<b>5.3359</b>	<b>0.0192</b>	<b>2.1176</b>	<b>0.0188</b>	<b>2.1365</b>	<b>0.5614</b>	<b>0.0178</b>	<b>0.5791</b>		<b>1,952.6343</b>	<b>1,952.6343</b>	<b>0.0418</b>	<b>1.4500e-003</b>	<b>1,954.1103</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.2358	0.3558	5.2580	0.0188	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,873.6578	1,873.6578	0.0402		1,874.6615
<b>Total</b>	<b>2.9572</b>	<b>0.4218</b>	<b>5.3359</b>	<b>0.0192</b>	<b>2.1176</b>	<b>0.0188</b>	<b>2.1365</b>	<b>0.5614</b>	<b>0.0178</b>	<b>0.5791</b>		<b>1,952.6343</b>	<b>1,952.6343</b>	<b>0.0418</b>	<b>1.4500e-003</b>	<b>1,954.1103</b>

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/1/2019	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

#### 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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>



## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**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	0.2358	0.3558	5.2580	0.0188	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,873.6578	1,873.6578	0.0402		1,874.6615
Unmitigated	0.2358	0.3558	5.2580	0.0188	2.1176	0.0138	2.1314	0.5614	0.0127	0.5741		1,873.6578	1,873.6578	0.0402		1,874.6615

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	167.92	18.09	7.24	746,596	746,596
Total	167.92	18.09	7.24	746,596	746,596

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

**4.4 Fleet Mix**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

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Historical Energy Use: N

### 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
NaturalGas Unmitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**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					
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
Unrefrigerated Warehouse-No Rail	670.89	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
Unrefrigerated Warehouse-No Rail	0.67089	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

## 8th St. &amp; Haven Av. (Proposed - Passenger Cars) - South Coast AQMD Air District, Summer

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**8th St. & Haven Av. (Existing - Passenger Cars)**  
**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	20.00	1000sqft	0.46	20,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates based on Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	10000	100000



## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

tblAreaCoating	Area_Nonresidential_Interior	30000	300000
tblConstructionPhase	NumDays	10.00	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblSolidWaste	SolidWasteGenerationRate	18.80	188.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	8.20
tblVehicleTrips	SU_TR	1.68	8.20

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

tblVehicleTrips	WD_TR	1.68	8.20
tblWater	IndoorWaterUseRate	4,625,000.00	46,250,000.00

## 2.0 Emissions Summary

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8th St. & Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

## 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

### 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

[illegible]

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**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	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	0.2115	0.3785	4.5599	0.0171	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,708.3604	1,708.3604	0.0364		1,709.2694
<b>Total</b>	<b>1.1168</b>	<b>0.3894</b>	<b>4.5711</b>	<b>0.0172</b>	<b>2.0682</b>	<b>0.0143</b>	<b>2.0825</b>	<b>0.5483</b>	<b>0.0132</b>	<b>0.5615</b>		<b>1,721.4510</b>	<b>1,721.4510</b>	<b>0.0366</b>	<b>2.4000e-004</b>	<b>1,722.4380</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	0.2115	0.3785	4.5599	0.0171	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,708.3604	1,708.3604	0.0364		1,709.2694
<b>Total</b>	<b>1.1168</b>	<b>0.3894</b>	<b>4.5711</b>	<b>0.0172</b>	<b>2.0682</b>	<b>0.0143</b>	<b>2.0825</b>	<b>0.5483</b>	<b>0.0132</b>	<b>0.5615</b>		<b>1,721.4510</b>	<b>1,721.4510</b>	<b>0.0366</b>	<b>2.4000e-004</b>	<b>1,722.4380</b>

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/3/2019	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

#### 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	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153		461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>		<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153	0.0000	461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>	<b>0.0000</b>	<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

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



## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2115	0.3785	4.5599	0.0171	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,708.360 4	1,708.360 4	0.0364		1,709.269 4
Unmitigated	0.2115	0.3785	4.5599	0.0171	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,708.360 4	1,708.360 4	0.0364		1,709.269 4

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	164.00	164.00	164.00	990,954	990,954
Total	164.00	164.00	164.00	990,954	990,954

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
NaturalGas Unmitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640

**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					
Unrefrigerated Warehouse-No Rail	111.233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.111233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Unmitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**7.0 Water Detail**

8th St. & Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Winter

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**7.1 Mitigation Measures Water****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**8th St. & Haven Av. (Existing - Passenger Cars)**  
**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	20.00	1000sqft	0.46	20,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates based on Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	10000	100000

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

tblAreaCoating	Area_Nonresidential_Interior	30000	300000
tblConstructionPhase	NumDays	10.00	1.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblSolidWaste	SolidWasteGenerationRate	18.80	188.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	8.20
tblVehicleTrips	SU_TR	1.68	8.20

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

tblVehicleTrips	WD_TR	1.68	8.20
tblWater	IndoorWaterUseRate	4,625,000.00	46,250,000.00

## 2.0 Emissions Summary

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8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

## 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

### 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

[illegible]

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**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	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	0.2303	0.3475	5.1354	0.0183	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,829.9514	1,829.9514	0.0392		1,830.9317
<b>Total</b>	<b>1.1356</b>	<b>0.3585</b>	<b>5.1466</b>	<b>0.0184</b>	<b>2.0682</b>	<b>0.0143</b>	<b>2.0825</b>	<b>0.5483</b>	<b>0.0132</b>	<b>0.5615</b>		<b>1,843.0420</b>	<b>1,843.0420</b>	<b>0.0395</b>	<b>2.4000e-004</b>	<b>1,844.1004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	0.2303	0.3475	5.1354	0.0183	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,829.9514	1,829.9514	0.0392		1,830.9317
<b>Total</b>	<b>1.1356</b>	<b>0.3585</b>	<b>5.1466</b>	<b>0.0184</b>	<b>2.0682</b>	<b>0.0143</b>	<b>2.0825</b>	<b>0.5483</b>	<b>0.0132</b>	<b>0.5615</b>		<b>1,843.0420</b>	<b>1,843.0420</b>	<b>0.0395</b>	<b>2.4000e-004</b>	<b>1,844.1004</b>

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/3/2019	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**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	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153		461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>		<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153	0.0000	461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>	<b>0.0000</b>	<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

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

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2303	0.3475	5.1354	0.0183	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,829.951 4	1,829.951 4	0.0392		1,830.931 7
Unmitigated	0.2303	0.3475	5.1354	0.0183	2.0682	0.0134	2.0817	0.5483	0.0124	0.5607		1,829.951 4	1,829.951 4	0.0392		1,830.931 7

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	164.00	164.00	164.00	990,954	990,954
Total	164.00	164.00	164.00	990,954	990,954

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
NaturalGas Unmitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640

**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					
Unrefrigerated Warehouse-No Rail	111.233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>



8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.111233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Unmitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003

## 8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**7.0 Water Detail**

8th St. &amp; Haven Av. (Existing - Passenger Cars) - South Coast AQMD Air District, Summer

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**7.1 Mitigation Measures Water**

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**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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**9.0 Operational Offroad**

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

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

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

Equipment Type	Number
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**11.0 Vegetation**

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### **APPENDIX 3.3:**

### **CALEEMOD OPERATIONAL EMISSIONS MODEL OUTPUTS (TRUCKS)**

8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**8th St. & Haven Av. (Proposed - Trucks)**  
**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use - Lot acreage based on site plan.

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates from Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.03	0.62
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.17
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.21
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	55.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	0.15

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

tblVehicleTrips	SU_TR	1.68	0.06
tblVehicleTrips	WD_TR	1.68	0.35

## 2.0 Emissions Summary

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## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

[illegible]

### Mitigated Construction

[illegible][illegible]

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.6523	18.8038	5.1230	0.0670	2.0561	0.1193	2.1754	0.5780	0.1141	0.6921		7,162.3159	7,162.3159	0.3453		7,170.9490
<b>Total</b>	<b>3.3737</b>	<b>18.8698</b>	<b>5.2009</b>	<b>0.0674</b>	<b>2.0561</b>	<b>0.1244</b>	<b>2.1805</b>	<b>0.5780</b>	<b>0.1192</b>	<b>0.6972</b>		<b>7,241.2924</b>	<b>7,241.2924</b>	<b>0.3470</b>	<b>1.4500e-003</b>	<b>7,250.3978</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.6523	18.8038	5.1230	0.0670	2.0561	0.1193	2.1754	0.5780	0.1141	0.6921		7,162.3159	7,162.3159	0.3453		7,170.9490
<b>Total</b>	<b>3.3737</b>	<b>18.8698</b>	<b>5.2009</b>	<b>0.0674</b>	<b>2.0561</b>	<b>0.1244</b>	<b>2.1805</b>	<b>0.5780</b>	<b>0.1192</b>	<b>0.6972</b>		<b>7,241.2924</b>	<b>7,241.2924</b>	<b>0.3470</b>	<b>1.4500e-003</b>	<b>7,250.3978</b>

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/1/2019	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0.9****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

**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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**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	0.6523	18.8038	5.1230	0.0670	2.0561	0.1193	2.1754	0.5780	0.1141	0.6921		7,162.3159	7,162.3159	0.3453		7,170.9490
Unmitigated	0.6523	18.8038	5.1230	0.0670	2.0561	0.1193	2.1754	0.5780	0.1141	0.6921		7,162.3159	7,162.3159	0.3453		7,170.9490

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	41.98	18.09	7.24	672,754	672,754
Total	41.98	18.09	7.24	672,754	672,754

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	55.00	8.40	6.90	100.00	0.00	0.00	100	0	0

**4.4 Fleet Mix**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.170000	0.000000	0.210000	0.620000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
NaturalGas Unmitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**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					
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
Unrefrigerated Warehouse-No Rail	670.89	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
Unrefrigerated Warehouse-No Rail	0.67089	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Winter

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**8th St. & Haven Av. (Proposed - Trucks)**  
**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	120.63	1000sqft	4.37	120,628.00	0
Parking Lot	100.00	Space	0.90	40,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use - Lot acreage based on site plan.

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates from Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.03	0.62
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.17
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.21
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblLandUse	LandUseSquareFeet	120,630.00	120,628.00
tblLandUse	LotAcreage	2.77	4.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	55.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	0.15

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

tblVehicleTrips	SU_TR	1.68	0.06
tblVehicleTrips	WD_TR	1.68	0.35

## 2.0 Emissions Summary

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## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

[illegible]

### Mitigated Construction

[illegible][illegible]

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.6466	18.2448	5.0358	0.0673	2.0561	0.1190	2.1750	0.5780	0.1138	0.6918		7,202.8668	7,202.8668	0.3394		7,211.3517
<b>Total</b>	<b>3.3680</b>	<b>18.3107</b>	<b>5.1137</b>	<b>0.0677</b>	<b>2.0561</b>	<b>0.1240</b>	<b>2.1801</b>	<b>0.5780</b>	<b>0.1189</b>	<b>0.6968</b>		<b>7,281.8433</b>	<b>7,281.8433</b>	<b>0.3410</b>	<b>1.4500e-003</b>	<b>7,290.8005</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Energy	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
Mobile	0.6466	18.2448	5.0358	0.0673	2.0561	0.1190	2.1750	0.5780	0.1138	0.6918		7,202.8668	7,202.8668	0.3394		7,211.3517
<b>Total</b>	<b>3.3680</b>	<b>18.3107</b>	<b>5.1137</b>	<b>0.0677</b>	<b>2.0561</b>	<b>0.1240</b>	<b>2.1801</b>	<b>0.5780</b>	<b>0.1189</b>	<b>0.6968</b>		<b>7,281.8433</b>	<b>7,281.8433</b>	<b>0.3410</b>	<b>1.4500e-003</b>	<b>7,290.8005</b>



## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/1/2019	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

#### 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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**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	0.6466	18.2448	5.0358	0.0673	2.0561	0.1190	2.1750	0.5780	0.1138	0.6918		7,202.8668	7,202.8668	0.3394		7,211.3517
Unmitigated	0.6466	18.2448	5.0358	0.0673	2.0561	0.1190	2.1750	0.5780	0.1138	0.6918		7,202.8668	7,202.8668	0.3394		7,211.3517

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	41.98	18.09	7.24	672,754	672,754
Total	41.98	18.09	7.24	672,754	672,754

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	55.00	8.40	6.90	100.00	0.00	0.00	100	0	0

**4.4 Fleet Mix**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547828	0.043645	0.199892	0.122290	0.016774	0.005862	0.020637	0.032653	0.002037	0.001944	0.004777	0.000705	0.000956
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.170000	0.000000	0.210000	0.620000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
NaturalGas Unmitigated	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**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					
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
Unrefrigerated Warehouse-No Rail	670.89	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
Unrefrigerated Warehouse-No Rail	0.67089	7.2400e-003	0.0658	0.0553	3.9000e-004		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003		78.9282	78.9282	1.5100e-003	1.4500e-003	79.3973
<b>Total</b>		<b>7.2400e-003</b>	<b>0.0658</b>	<b>0.0553</b>	<b>3.9000e-004</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>5.0000e-003</b>	<b>5.0000e-003</b>		<b>78.9282</b>	<b>78.9282</b>	<b>1.5100e-003</b>	<b>1.4500e-003</b>	<b>79.3973</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
Unmitigated	2.7141	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515

## 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	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1300e-003	2.1000e-004	0.0227	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0483	0.0483	1.3000e-004		0.0515
<b>Total</b>	<b>2.7141</b>	<b>2.1000e-004</b>	<b>0.0227</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0483</b>	<b>0.0483</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**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
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**



## 8th St. &amp; Haven Av. (Proposed - Trucks) - South Coast AQMD Air District, Summer

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**8th St. & Haven Av. (Existing - Trucks)**  
**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	20.00	1000sqft	0.46	20,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates based on Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	10000	100000

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

tblAreaCoating	Area_Nonresidential_Interior	30000	300000
tblConstructionPhase	NumDays	10.00	1.00
tblFleetMix	HHD	0.03	0.71
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.12
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.17
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblSolidWaste	SolidWasteGenerationRate	18.80	188.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	55.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	7.15

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

tblVehicleTrips	SU_TR	1.68	7.15
tblVehicleTrips	WD_TR	1.68	7.15
tblWater	IndoorWaterUseRate	4,625,000.00	46,250,000.00

## 2.0 Emissions Summary

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## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

## 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

### 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

[illegible]

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**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	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	2.3075	69.0548	17.7571	0.2399	6.9801	0.3957	7.3758	1.9519	0.3785	2.3303		25,737.9255	25,737.9255	1.3173		25,770.8584
<b>Total</b>	<b>3.2129</b>	<b>69.0657</b>	<b>17.7683</b>	<b>0.2400</b>	<b>6.9801</b>	<b>0.3965</b>	<b>7.3766</b>	<b>1.9519</b>	<b>0.3793</b>	<b>2.3312</b>		<b>25,751.0161</b>	<b>25,751.0161</b>	<b>1.3176</b>	<b>2.4000e-004</b>	<b>25,784.0271</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	2.3075	69.0548	17.7571	0.2399	6.9801	0.3957	7.3758	1.9519	0.3785	2.3303		25,737.9255	25,737.9255	1.3173		25,770.8584
<b>Total</b>	<b>3.2129</b>	<b>69.0657</b>	<b>17.7683</b>	<b>0.2400</b>	<b>6.9801</b>	<b>0.3965</b>	<b>7.3766</b>	<b>1.9519</b>	<b>0.3793</b>	<b>2.3312</b>		<b>25,751.0161</b>	<b>25,751.0161</b>	<b>1.3176</b>	<b>2.4000e-004</b>	<b>25,784.0271</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/3/2019	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

#### 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	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153		461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>		<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>



## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153	0.0000	461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>	<b>0.0000</b>	<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

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

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.3075	69.0548	17.7571	0.2399	6.9801	0.3957	7.3758	1.9519	0.3785	2.3303		25,737.9255	25,737.9255	1.3173		25,770.8584
Unmitigated	2.3075	69.0548	17.7571	0.2399	6.9801	0.3957	7.3758	1.9519	0.3785	2.3303		25,737.9255	25,737.9255	1.3173		25,770.8584

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	143.00	143.00	143.00	2,862,860	2,862,860
Total	143.00	143.00	143.00	2,862,860	2,862,860

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	55.00	8.40	6.90	100.00	0.00	0.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.120000	0.000000	0.170000	0.710000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
NaturalGas Unmitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640

**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					
Unrefrigerated Warehouse-No Rail	111.233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.111233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Unmitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**7.0 Water Detail**

8th St. & Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Winter

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**7.1 Mitigation Measures Water****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**8th St. & Haven Av. (Existing - Trucks)**  
**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	20.00	1000sqft	0.46	20,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Rates based on Trip Generation Evaluation by Urban Crossroads (2018)

Fleet Mix - Operations Run Only.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	10000	100000



## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

tblAreaCoating	Area_Nonresidential_Interior	30000	300000
tblConstructionPhase	NumDays	10.00	1.00
tblFleetMix	HHD	0.03	0.71
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.12
tblFleetMix	LHD2	5.8620e-003	0.00
tblFleetMix	MCY	4.7770e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.5600e-004	0.00
tblFleetMix	MHD	0.02	0.17
tblFleetMix	OBUS	2.0370e-003	0.00
tblFleetMix	SBUS	7.0500e-004	0.00
tblFleetMix	UBUS	1.9440e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblSolidWaste	SolidWasteGenerationRate	18.80	188.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	55.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	7.15

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

tblVehicleTrips	SU_TR	1.68	7.15
tblVehicleTrips	WD_TR	1.68	7.15
tblWater	IndoorWaterUseRate	4,625,000.00	46,250,000.00

## 2.0 Emissions Summary

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## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

## 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

### 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					
2019	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617
Maximum	0.3492	3.5061	3.4540	4.6600e-003	0.0000	0.2341	0.2341	0.0000	0.2153	0.2153	0.0000	461.3128	461.3128	0.1460	0.0000	464.9617

[illegible]

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**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	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	2.2856	67.0468	17.4027	0.2414	6.9801	0.3943	7.3743	1.9519	0.3771	2.3290		25,895.6681	25,895.6681	1.2937		25,928.0099
<b>Total</b>	<b>3.1909</b>	<b>67.0578</b>	<b>17.4139</b>	<b>0.2414</b>	<b>6.9801</b>	<b>0.3951</b>	<b>7.3752</b>	<b>1.9519</b>	<b>0.3780</b>	<b>2.3298</b>		<b>25,908.7587</b>	<b>25,908.7587</b>	<b>1.2939</b>	<b>2.4000e-004</b>	<b>25,941.1786</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Energy	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
Mobile	2.2856	67.0468	17.4027	0.2414	6.9801	0.3943	7.3743	1.9519	0.3771	2.3290		25,895.6681	25,895.6681	1.2937		25,928.0099
<b>Total</b>	<b>3.1909</b>	<b>67.0578</b>	<b>17.4139</b>	<b>0.2414</b>	<b>6.9801</b>	<b>0.3951</b>	<b>7.3752</b>	<b>1.9519</b>	<b>0.3780</b>	<b>2.3298</b>		<b>25,908.7587</b>	<b>25,908.7587</b>	<b>1.2939</b>	<b>2.4000e-004</b>	<b>25,941.1786</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

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

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	6/3/2019	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**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	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**3.1 Mitigation Measures Construction****3.2 Demolition - 2019****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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153		461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>		<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**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	0.3492	3.5061	3.4540	4.6600e-003		0.2341	0.2341		0.2153	0.2153	0.0000	461.3128	461.3128	0.1460		464.9617
<b>Total</b>	<b>0.3492</b>	<b>3.5061</b>	<b>3.4540</b>	<b>4.6600e-003</b>		<b>0.2341</b>	<b>0.2341</b>		<b>0.2153</b>	<b>0.2153</b>	<b>0.0000</b>	<b>461.3128</b>	<b>461.3128</b>	<b>0.1460</b>		<b>464.9617</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019****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
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

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



## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.2856	67.0468	17.4027	0.2414	6.9801	0.3943	7.3743	1.9519	0.3771	2.3290		25,895.6681	25,895.6681	1.2937		25,928.0099
Unmitigated	2.2856	67.0468	17.4027	0.2414	6.9801	0.3943	7.3743	1.9519	0.3771	2.3290		25,895.6681	25,895.6681	1.2937		25,928.0099

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	143.00	143.00	143.00	2,862,860	2,862,860
Total	143.00	143.00	143.00	2,862,860	2,862,860

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	55.00	8.40	6.90	100.00	0.00	0.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.120000	0.000000	0.170000	0.710000	0.000000	0.000000	0.000000	0.000000	0.000000

## 5.0 Energy Detail

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
NaturalGas Unmitigated	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640

**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					
Unrefrigerated Warehouse-No Rail	111.233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.111233	1.2000e-003	0.0109	9.1600e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.0862	13.0862	2.5000e-004	2.4000e-004	13.1640
<b>Total</b>		<b>1.2000e-003</b>	<b>0.0109</b>	<b>9.1600e-003</b>	<b>7.0000e-005</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>8.3000e-004</b>	<b>8.3000e-004</b>		<b>13.0862</b>	<b>13.0862</b>	<b>2.5000e-004</b>	<b>2.4000e-004</b>	<b>13.1640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
Unmitigated	0.9041	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003

## 8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**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	0.5080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6700e-003
<b>Total</b>	<b>0.9041</b>	<b>2.0000e-005</b>	<b>2.0600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>4.3800e-003</b>	<b>4.3800e-003</b>	<b>1.0000e-005</b>		<b>4.6700e-003</b>

**7.0 Water Detail**

8th St. &amp; Haven Av. (Existing - Trucks) - South Coast AQMD Air District, Summer

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## 7.1 Mitigation Measures Water

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

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### Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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## 11.0 Vegetation

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