



May 31, 2023

Hamlet Zohrabians
3467 Ocean View Blvd, Suite B
Glendale, CA 91208

**RE: DENSITY BONUS HOUSING PLAN CASE NO. PDBP-000330-2022
1242 and 1246 S. MARYLAND AVENUE**

Dear Applicant:

The Director of Community Development will render a final decision on or after **June 9, 2023** for the following project:

Project proposal: Application for a Density Bonus Housing Plan to construct a new 3-story, 12-unit, 17,685 square-foot residential building, featuring two affordable units restricted to very-low income households with a one-level subterranean parking garage including 26 parking spaces. The site includes two adjoining currently vacant lots, located at 1242 and 1246 S. Maryland Avenue, in the R-2250 P (Medium Density Residential Parking Overlay) Zone and described as Lots 18 and 19 of Tract No. 314 (APNs: 5640-015-043 and -044), in the City of Glendale, County of Los Angeles.

STAFF RECOMMENDATION: APPROVE WITH CONDITIONS

ENVIRONMENTAL DETERMINATION The project is exempt from further CEQA review under a Class 32 "In-fill Development Project" exemption pursuant to State CEQA Guidelines Section 15332, because after review and consideration of all required technical reports and/or studies, staff determined the project meets all the conditions for an infill development project, as follows:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban areas;
- c) The project site has no value as a habitat for endangered, rare or threatened species;

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- e) The site can be adequately served by all required utilities and public services.

DENSITY BONUS REQUEST

The applicant is seeking approval of a Density Bonus Housing Plan with a request for a density bonus, as well as three concessions, pursuant to California Government Code Sections 65915, *et seq.* (“Density Bonus Law”), that allows developers that seek and agree to provide at least 15 percent of the units in a housing development to very-low income households, a mandatory 50 percent density bonus, as well as three concessions. The Density Bonus Housing Plan meets the requirements of the Density Bonus Law and Glendale Municipal Code (GMC) Section 30.36.050 because the project is providing 15 percent of the total base density units of the housing development as affordable units, which will be restricted to very-low income households, as defined in Section 50105 of the Health and Safety Code.

The project includes two adjoining vacant lots, located at the east side of Maryland Avenue. The proposed building is a three-story, 12-unit Density Bonus rental housing project with two affordable units being reserved for very-low income households. The project site is located in the R-2250 P (Medium Density Residential Parking Overlay) zone. In accordance with GMC 30.11.020, the maximum density allowed on a lot where the width is greater than 90 feet is one dwelling unit for every 1,800 square-feet of lot area. The subject site is 15,000 square feet in size, with a lot width of 100 feet. By right, the maximum density allowed on this lot is 8.33 units, which is rounded up to 9 units in accordance with Density Bonus Law. The applicant is requesting a 33 percent density bonus (3 additional units for a total of 12 units), less than the maximum density bonus of 50 percent allowed under current Density Bonus Law (which would entitle the applicant to build a total of 14 units). The 33 percent density bonus will allow the applicant to build a total of 12 units (33% of 9 base density units equals 1.35 which is rounded up to 2 under Density Bonus Law; 9 base density units plus 3 bonus units, for a total of 12 units). The applicant will be required to restrict two of the rental units for very-low income households (15 percent of the base density of 9 equals 1.35, which is required to be rounded up to 2 under Density Bonus Law). With a 15 percent affordability level, the applicant is entitled to three (3) concessions pursuant to the Density Bonus Law and GMC Chapter 30.36. The project is requesting three (3) concessions to: (i) increase the maximum floor area ratio; (ii) increase the maximum height; and (iii) reduce the total required common outdoor space.

In accordance with GMC 30.36.090 the project qualifies for reduced parking inclusive of guest and handicapped spaces, and tandem parking. The project is providing a total of 26 parking spaces within a one-level subterranean parking garage, in compliance with

the parking concession standards. The proposed project includes 12 three-bedroom units.

The Developer will be required to enter into a Density Bonus Housing Agreement (“DB Agreement”) in which the Developer will covenant that at least 15 percent of the 9 base density units (two units) will be restricted to rental to very-low income households. The DB Agreement with the City will be a recorded restriction on the property on which the affordable units and density bonus are constructed. In addition, the DB Agreement will run with the land and bind all future owner and successors in interest for a period of 55 years.

Additionally, as regulated by GMC Chapter 30.35, the project is subject to the Inclusionary Zoning Ordinance (the “IZO”), which requires a rental housing development project of eight or more dwelling units to provide 15 percent of the units as affordable to low-income households. The IZO would require the project to provide two affordable units to low-income households (15 percent of 9 base density units (1.35 rounded up to 2)). In accordance with GMC 30.35.060, developers of housing development projects may choose to pay a fee, or a combination of payment of a fee and the provision of units, in-lieu of providing all inclusionary units on site. In this instance, the project meets the IZO requirement because the developer will be providing two affordable units to very-low income households and meets the IZO requirements. No additional affordable units are required under the IZO and per GMC 4.11, the Affordable Housing Commercial Development Impact Fee (the “Commercial DIF”) is not applicable to the Project as the Project does not entail a permitted commercial component.

The applicant is seeking approval of three (3) concessions pursuant to Government Code § 65915, *et seq.* and GMC Chapter 30.36 (Density Bonus Incentives) to provide two (2) very low-income rental units. The two requested concessions are as follows:

- i. Floor Area Ratio (FAR): The applicant is requesting to exceed the maximum allowable FAR of 0.85 or 12,750 square feet (as required by GMC Section 30.11.030, Table 30.11 B.). As proposed, the project features an FAR of 1.18 (17,685 square feet), exceeding the maximum allowable FAR by 0.33.
- ii. Height: The applicant is requesting to exceed the maximum allowable height limit of 36 feet (as required by GMC Section 30.11.030, Table 30.11 B). As proposed, the project features a total height of 40 feet, exceeding the maximum allowable height limit by four (4) feet.
- iii. Common Outdoor Space: The applicant is requesting to reduce the required common outdoor space of 2,400 square feet (as required by GMC 30.11.050 (C)). As proposed, the project features a total of 1,843 square-foot common outdoor space, which is 557 square feet less than the code requirement.

In addition to these concessions, the project qualifies for the mandatory parking concession in accordance with GMC 30.36.090 and California Government Code Section 65915(p), which provides that upon the request of an owner/applicant, the City must allow the following vehicular parking ratios, inclusive of handicapped and guest parking, of a development providing at least 15 percent of the base unit count to very low income households:

- One (1) on-site parking space per unit for zero to one-bedroom units.
- One and one-half (1.5) on-site parking spaces per unit for two- to three-bedroom units.
- On-site parking for a housing development may be provided through tandem parking ("Parking Concession").

The project includes twelve (12) three-bedroom units. Based on the number of units and bedrooms provided, the Parking Concession requires the project to provide a minimum of 18 parking spaces for the proposed residential development, inclusive of ADA accessible and guest parking requirements. The project is providing a total of 26 parking spaces within a one-level subterranean parking garage including two accessible ADA parking spaces. Accordingly, the project meets and exceeds the parking requirements under CA Govt. Code § 65915(p)(1).

CONCESSIONS/INCENTIVES FINDINGS

- 1. The concessions (incentives) must be granted *unless* the Director finds, based on substantial evidence, that the concessions do not result in identifiable and actual cost reductions to provide for affordable housing costs or to provide affordable rents.**

The Density Bonus Housing Plan meets the requirements of Government Code Section 65915 because at least 15% of the total units of the housing development are for very low-income households, as defined in Section 50105 of the Health and Safety Code. The project is located in the R-2250 P (Medium Density Residential Parking Overlay) zone that permits a maximum density of one dwelling unit for each 1,800 square-feet of lot area for sites with a lot width of 90 feet or greater. A total of 9 units are permitted by right on the subject site of 15,000 square feet (0.35 acre). By providing the 15 percent very-low affordable units, the project applicant is allowed a maximum 50% density bonus in addition to the code-allowed 9 units (maximum 14 units, or five additional units). The applicant; however, is only requesting a 33% density bonus, allowing a total of 12 units. Under this proposal, two of the total 12 units will be affordable to very low income households as provided in the Density Bonus Housing Plan, which was reviewed and found acceptable by the Community Development Department, Housing Division. The Density Bonus Housing Plan meets the requirements of GMC Section 30.36.050. This project will include a

Density Bonus Housing Agreement subject to approval by the Housing Authority and the City Attorney, which provides for long-term affordability.

The applicant is seeking approval of three concessions pursuant to Government Code Section 65915 and GMC 30.36 (Density Bonus Incentives) to allow an increase in floor area ratio to 1.8 (17,685 square-feet) where a maximum floor area ratio of 0.85 (12,750 square-feet) is permitted, an increase in height limit of 36 feet to 40 feet, and a reduction in the required outdoor common space of 2,400 square feet to 1,843 square feet.

This denial finding cannot be made, as there is no evidence that the concessions will not result in actual cost reductions to provide for affordable rents. To the contrary, there is substantial evidence that the concessions *will* result in identifiable and actual cost reductions to provide affordable rents. The requested concessions are required to allow for the additional density requested and a greater number of units to be constructed on the same amount of area. The concessions, together, will reduce costs to the applicant for providing affordable units by creating construction efficiencies and inherent reductions in costs by allowing the construction of a greater number of units. The additional units will result in actual and identifiable cost reductions because the additional units will take advantage of construction efficiencies when being built and will generate rental income to offset the cost of providing the units at an affordable rent.

- 2. The concessions (incentives) must be granted *unless* the Director finds, based on substantial evidence, that they will have a “specific adverse impact upon public health and safety,” as defined in paragraph (2) of subdivision (d) of California Government Code Section 65589.5, or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the housing development unaffordable to low-income and moderate-income households. Specific, adverse impact is defined as “a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.” (Government Code section 65589.5(d)(2).) Inconsistency with the zoning ordinance or the land use designation in the General Plan shall not constitute a specific, adverse impact upon public health or safety.**

The applicant is seeking approval of three concessions pursuant to Government Code Section 65915 and GMC Chapter 30.36 (Density Bonus Incentives) in exchange of providing two affordable units for very low income households. This denial finding cannot be made, as there is no evidence that the concessions will

have any adverse impacts. No specific adverse impact upon public health or safety or on the physical environment or on any real property that is listed in the California Register of Historical Resources would occur by granting the requested concessions for increased FAR, increased height, and reduced common outdoor space. Currently, the project site contains two vacant lots; therefore, the project site does not convey any historical or cultural significance associated with any real property. Moreover, the proposed project is exempt from further CEQA review based on the fact that it meets the requirements to qualify for a Class 32 "In-fill Development Project" and thus, does not exceed thresholds for noise, traffic, air quality and water and will not result in significant cumulative impacts.

The project complies with all other Zoning Code development standards in the R-2250 P Zone, including setbacks, lot coverage, additional open space, landscaping, and stories, etc. The requested concessions to exceed the floor area and height limit and to reduce the required common outdoor space do not include waivers of any Building and Safety, Fire Department, Engineering or other requirements pertaining to health or safety. Furthermore, the provided landscaped areas and setbacks are in compliance with the zoning code in order to provide light, air, and ventilation for surrounding buildings, which consist of single-family and multi-family residential buildings.

Furthermore, the concessions allow for additional buildable area on the site, which will then accommodate additional dwelling units. The additional density resulting from the concessions will, in fact, promote the City's health and safety in that there will be greater housing opportunities for low-income family households. Moreover, the project will advance the goals and policies of the General Plan, Housing Element (2021-2029), including, but not limited to, Chapter 2, Goal 1 ("A City with a Wide Range of Housing Types to Meet the Needs of Current and Future Residents), Chapter 2, Goal 3 ("A City with Housing Services that Address Groups with Special Housing Needs) and Policies 3.1 and 3.2 ("Encourage both the private and public sectors to produce or assist in the production of housing for special needs groups such as: the handicapped, the elderly, large families, single parent households, and formerly homeless.") and ("Promote the development of extremely low, very low, low and moderate income housing by allowing developers density bonuses or other financial incentives for providing units for low and moderate income residents. The unit mix and location of affordable housing units in density bonus projects must be approved by the city and included in an affordable housing agreement.").

3. The concessions (incentives) must be granted *unless* the Director finds, based on substantial evidence, that the concessions will be contrary to state or federal law.

The requested concessions will not be contrary to state or federal law and do not require any other discretionary entitlement other than Design Review Board Review and Approval. The project is designed to comply with Building and Safety codes and the proposed 12-unit affordable housing residential project is consistent with the General Plan. The project meets the goals and policies in the Housing Element to provide affordable housing. There is no evidence of state or federal laws being violated.

In addition to the three requested concessions, the applicant is requesting to use the parking concessions under in accordance with GMC 30.36.090 and California Government Code Section 65915(p). The project qualifies for reduced parking inclusive of guest and handicapped spaces and provides a total of 26 parking spaces within a one-level subterranean parking garage.

DRAFT CONDITIONS

APPROVAL of this Density Bonus Housing Plan shall be subject to the following conditions:

1. That the development shall be in substantial accord with the plans submitted with the application except for any modifications as may be required to meet specific Code standards or other conditions stipulated herein as approved by the Director of Community Development.
2. That all necessary permits shall be obtained from the Permit Services Center and all construction shall be in compliance with the Glendale Building Code and all other applicable regulations.
3. That the premises be maintained in a clean and orderly condition, free of weeds, trash, and graffiti.
4. That any expansion or modification of the structure or use shall require a new Density Bonus application. The phrase "modification of the structure or use" includes, but is not limited to, proposing a different percentage of the units as affordable or altering the affordability of the units (i.e., proposing the affordable units be restricted to low or moderate income households when the approval is originally for very low income households). Expansion shall constitute adding of new floor area, reduction of parking and open spaces, or any physical changes as determined by the Director of Community Development.

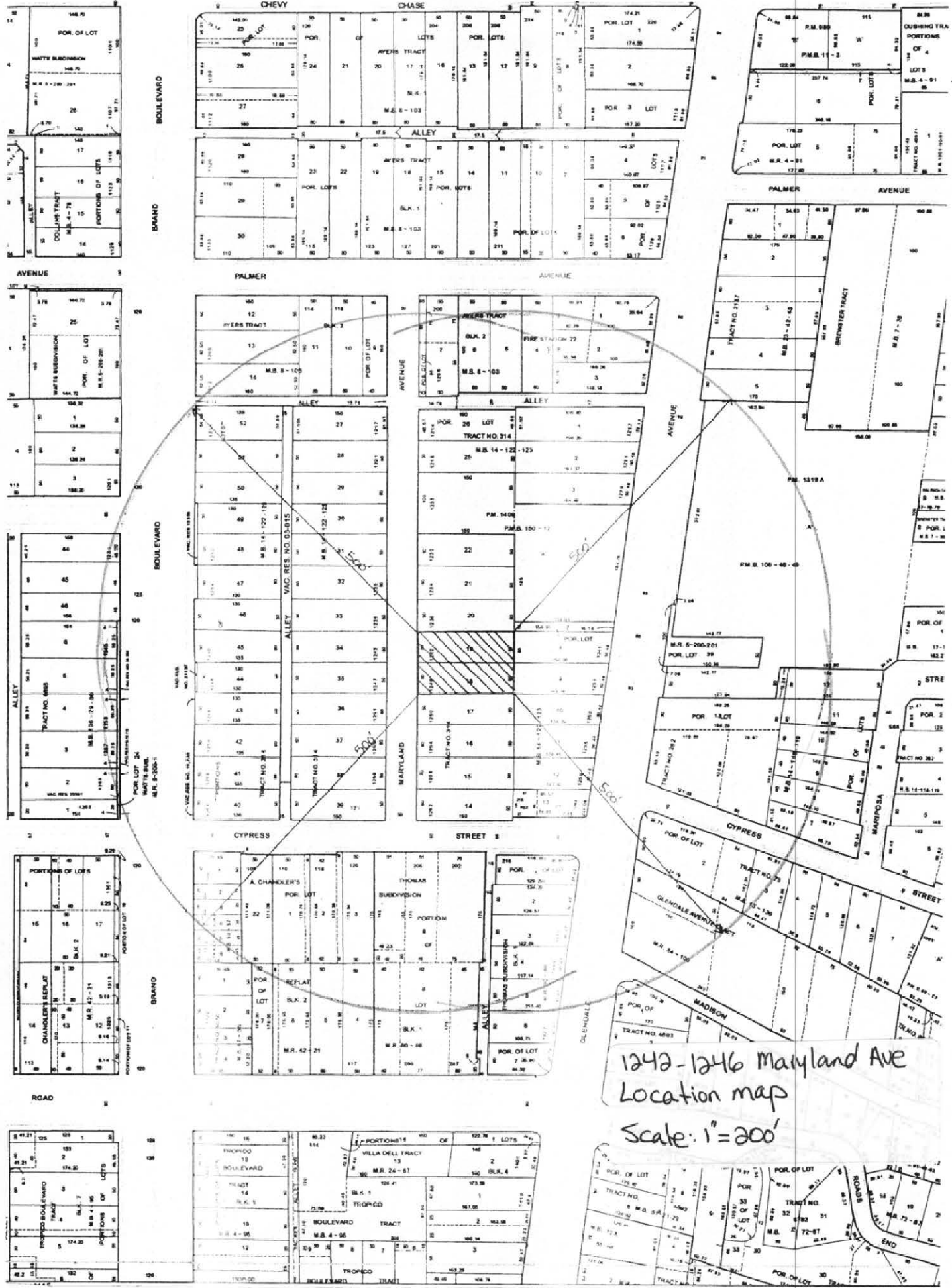
5. That the applicant shall work with the Community Development Department and the City Attorney's Office to make any permissible or required additions, deletions and/or amendments to the Density Bonus Housing Plan and to execute and record a Density Bonus Housing Agreement pursuant to GMC Section 30.36.140, to the satisfaction of the Director of Community Development or his designee and subject to approval as to form and content by the City Attorney. Such Density Bonus Housing Agreement shall restrict the rentals of the required percentage of dwelling units in the housing development to persons or families of very-low income households, as specifically identified in this approval. The applicant shall be required to execute and record such Density Bonus Housing Agreement prior to issuance of any and all required building permits.
6. That all affordable units shall be reasonably dispersed throughout the project site (e.g., throughout the different floors) and shall be comparable with the other dwelling units in the project in terms of appearance, finished quality and materials. Subject to requested changes necessary to comply with health and safety standards approved by the Director of Community Development or his designee, the unit type, size and location of the affordable units shall be to the satisfaction of the City's Housing Division.
7. That the affordability term shall not start until the date of recordation of the Housing Notice of Completion. The applicant shall notify the Housing Division at least six months prior to the anticipated date of the Certificate of Occupancy so that affordable units may be marketed in a timely manner.
8. That the premises shall be made available to any authorized City personnel (Fire, Police, Neighborhood Services, etc.) for inspection to ascertain that all conditions of approval of this Density Bonus application are complied with.
9. That the developer shall comply with the City's Inclusionary Zoning Ordinance (IZO), as regulated by GMC Chapter 30.35.

For comments, you may contact the case planner, Aileen Babakhani, during normal business hours at **(818) 937-8331** or via e-mail at **ababakhani@glendaleca.gov**.

ATTACHMENTS:

1. Location Map
2. Photos
3. Plans
4. Density Bonus Housing Plan
5. Class 32 Infill Exemption (Findings)

Cc: City Attorney's Office (Yvette Neukian)
Community Development – Housing Division (Peter Zovak/Mike Fortney)



1242-1246 Maryland Ave
 Location map
 Scale: 1" = 200'

1242-1246 MARYLAND AVE.



PROPERTY FRONTAGE ON WEST PROPERTY LINE



Google

SOUTH PROPERTY LINE



NORTH PROPERTY LINE

STAMP:

These drawings and specifications are the property and copyright of ZORABIANS ARCHITECTS AND BUILDERS INC., and shall not be used on any other work except by agreement with ZORABIANS ARCHITECTS AND BUILDERS INC. Written dimensions take precedence over scaled dimensions and shall be verified by the contractor on the job site. Any discrepancy shall be brought to the attention of ZORABIANS ARCHITECTS AND BUILDERS INC. prior to the commencement of any work. The Preliminary drawing indicates the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, electrical systems. As scope documents the drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the contract documents. On the basis of the general scope indicated or described, the contractor shall furnish all items required for proper execution and completion of the work.

CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

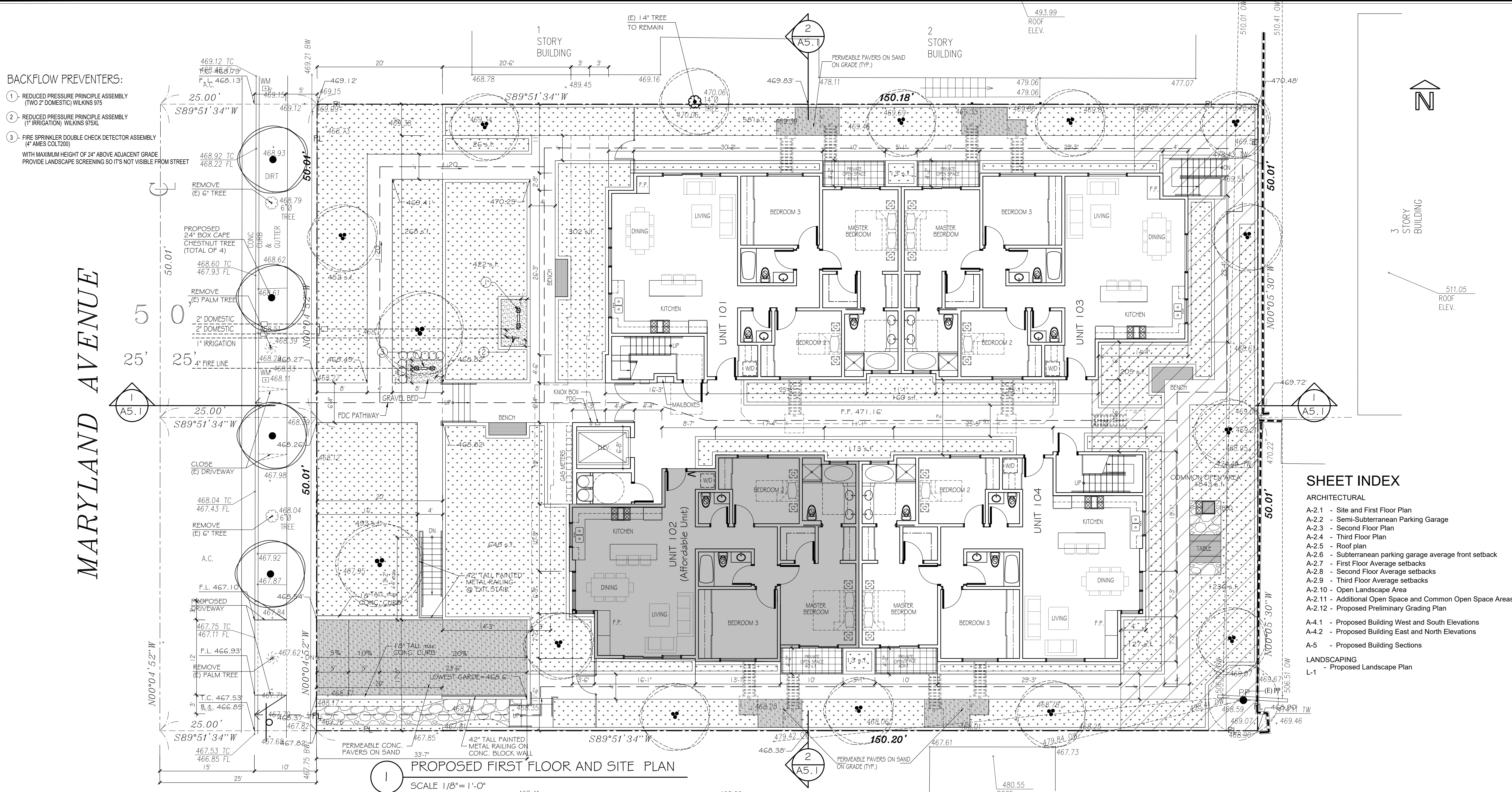
PROJECT:
**Maryland Terrace
Luxury Apartments**
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
**PROPOSED BUILDING
SITE AND FIRST FLOOR PLAN**

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.1



PROPOSED FIRST FLOOR AND SITE PLAN

SCALE 1/8" = 1'-0"

- BACKFLOW PREVENTERS:**
1. REDUCED PRESSURE PRINCIPLE ASSEMBLY (TWO 2" DOMESTIC) WILKINS 975
 2. REDUCED PRESSURE PRINCIPLE ASSEMBLY (1" IRRIGATION) WILKINS 975XL
 3. FIRE SPRINKLER DOUBLE CHECK DETECTOR ASSEMBLY (4" AMES COLT200) WITH MAXIMUM HEIGHT OF 24" ABOVE ADJACENT GRADE PROVIDE LANDSCAPE SCREENING SO ITS NOT VISIBLE FROM STREET

SHEET INDEX

- ARCHITECTURAL**
- A-2.1 - Site and First Floor Plan
 - A-2.2 - Semi-Subterranean Parking Garage
 - A-2.3 - Second Floor Plan
 - A-2.4 - Third Floor Plan
 - A-2.5 - Roof plan
 - A-2.6 - Subterranean parking garage average front setback
 - A-2.7 - First Floor Average setbacks
 - A-2.8 - Second Floor Average setbacks
 - A-2.9 - Third Floor Average setbacks
 - A-2.10 - Open Landscape Area
 - A-2.11 - Additional Open Space and Common Open Space Areas
 - A-2.12 - Proposed Preliminary Grading Plan
- ELEVATIONS**
- A-4.1 - Proposed Building West and South Elevations
 - A-4.2 - Proposed Building East and North Elevations
- SECTIONS**
- A-5 - Proposed Building Sections
- LANDSCAPING**
- L-1 - Proposed Landscape Plan

PROJECT DESCRIPTION:

NEW PROPOSED THREE STORY 12-UNIT APARTMENT BUILDING INCLUDING DENSITY BONUS UNITS OVER SEMI-SUBTERRANEAN PARKING GARAGE

PROJECT DATA:

LEGAL DESCRIPTIONS:
TRACT NO. 314 LOTS 18 AND 19
APN : 5640-015-043 AND 5640-015-044
TOTAL LOT AREA = 15,000 s.f.
ZONE = (R-2250-P - Medium Density Residential Parking Overlay Zone)

DENSITY:

ALLOWABLE NUMBER OF UNITS = 15,000 s.f. / 1,800 s.f. = 8.33 Units
Maximum Allowable Density Bonus = 50%
ALLOWABLE NUMBER OF UNITS (Including Density Bonus) = 9 (1.5) = 13.5 = 14 Units

Base Units in the Project = 15,000 s.f. / 1,800 s.f. = 8.33 = 9
Max. Allowable Units with Density Bonus = 9 (1.5) = 13.5 = 14
Min. Required Very Low Affordable units = 9 (15%) = 1.35 = 2
Total Proposed Bedrooms = 12 x 3 bedrooms = 36
Min. Required number of Bedrooms = 36 / 13 = 2.76 = 3
Total Proposed Floor Area = 17,685 - 1,356 = 16,329 s.f.
Total Required Floor Area for Affordable Units = (16,329 / 12) 2 = 2,722 s.f.
TOTAL PROPOSED RESIDENTIAL UNITS = 12
Proposed Percent Affordable units = 15%
Allowable number of incentives = 3

ALLOWABLE INCENTIVES/CONCESSIONS:

- 1- Increase the maximum floor area ratio.
- 2- Increase the maximum height.
- 3- Reduce the total required common outdoor space.

BUILDING HEIGHT:

ALLOWABLE HEIGHT = THREE STORIES / 36 ft.
PROPOSED BUILDING HEIGHT = 40 ft.

LOT COVERAGE:

ALLOWABLE LOT COVERAGE = 50% X 15,000 s.f. = 7,500 s.f.
PROPOSED LOT COVERAGE = 6,407 s.f.

FLOOR AREA:

MAXIMUM ALLOWABLE FAR = 0.85
PROPOSED MAXIMUM FAR = 1.179

ALLOWABLE FLOOR AREA = 0.85 (15,000) = 12,750 s.f.
PROPOSED FLOOR AREA = 17,685 s.f.

PARKING:

REQUIRED PARKING:
In Accordance with 30.36.090 (Parking Concessions)
1.5 CAR/3BR UNIT Inclusive of Handicapped and Guest Parking = 18
PROPOSED PARKING:
STANDARD = 24
HANDICAPPED = 2
TOTAL PARKING SPACES = 26

PERMANENTLY LANDSCAPED OPEN SPACE AREA:

REQUIRED PERMANENTLY LANDSCAPED OPEN AREA = 25% (15,000) = 3,750 s.f.
REQUIRED ADDITIONAL LANDSCAPED OPEN AREA = 900 + (100-90)/20 = 1,100 s.f.
TOTAL REQUIRED PERMANENTLY LANDSCAPED OPEN AREA = 4,850 s.f.
PROPOSED PERMANENTLY LANDSCAPED OPEN AREA = 4,914 s.f.
493+646+452+268+422+302+26+243+88+169+16+205+160+747+127+16+88+139+153+4(38) = 4,914 s.f.

PROPOSED ADDITIONAL OPEN SPACE AREA = 1,352 s.f. (GMC 30.31.020 (A)(7))

OUTDOOR SPACE:

REQUIRED COMMON OUTDOOR SPACE = 200 s.f. (12) = 2,400 s.f.
PROPOSED COMMON OUTDOOR SPACE = 1,843 s.f.
REQUIRED PRIVATE OUTDOOR SPACE = 40 s.f. / UNIT
PROPOSED PRIVATE OPEN SPACE = 40 s.f. / UNIT

GRADE = (468.79 + 467.53) / 2 = 468.16

ALLOWABLE SEMI-SUBTERRANEAN GARAGE DECK EL. = 468.16 + 3 = 471.16
PROPOSED SEMI-SUBTERRANEAN GARAGE DECK EL. = 471.16

RESIDENTIAL UNIT AND RETAIL AREA CONFIGURATION:

UNIT NO.	STAIR	ELEV.	TRASH CHUTE	101	102	103	104	201	202	203	204	301	302	303	304	TOTAL RESIDENTIAL
BEDROOMS	-	-	-	3	3	3	3	3	3	3	3	3	3	3	3	5,791 s.f.
FIRST FLOOR	228	70	50	1392	1316	1377	1358	-	-	-	-	-	-	-	-	5,791 s.f.
SECOND FLOOR	228	70	50	-	-	-	-	1392	1316	1377	1358	-	-	-	-	5,791 s.f.
THIRD FLOOR	228	70	50	-	-	-	-	-	-	-	-	1392	1316	1377	1358	5,791 s.f.
SEMI-SUBTERRANEAN PARKING	104	70	138	-	-	-	-	-	-	-	-	-	-	-	-	312 s.f.
TOTAL	788	280	288	1392	1316	1377	1358	1392	1316	1377	1358	1392	1316	1377	1358	17,685 s.f.
PRIVATE TERRACE	-	-	-	40	40	40	40	40	40	40	40	40	40	40	40	

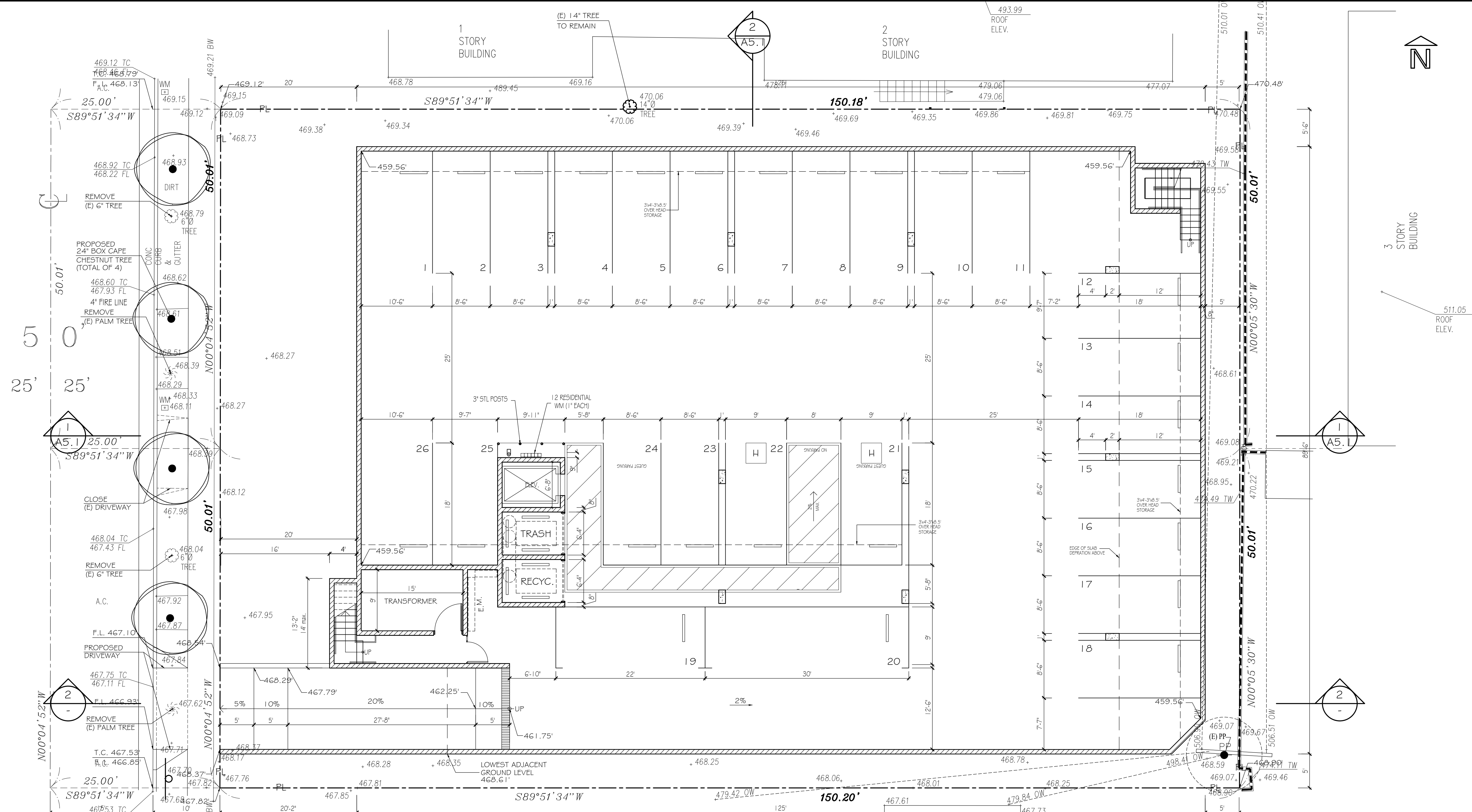
PERIMETER FENCE WALLS:

MAX. ALLOWABLE HEIGHT OF SOLID FENCE + GARAGE ABOVE ADJACENT GROUND LEVEL = 6.50
LOWEST ADJACENT GROUND LEVEL = 468.61'
MAX. ALLOWABLE TOP OF SOLID FENCE WALL = 475.11'

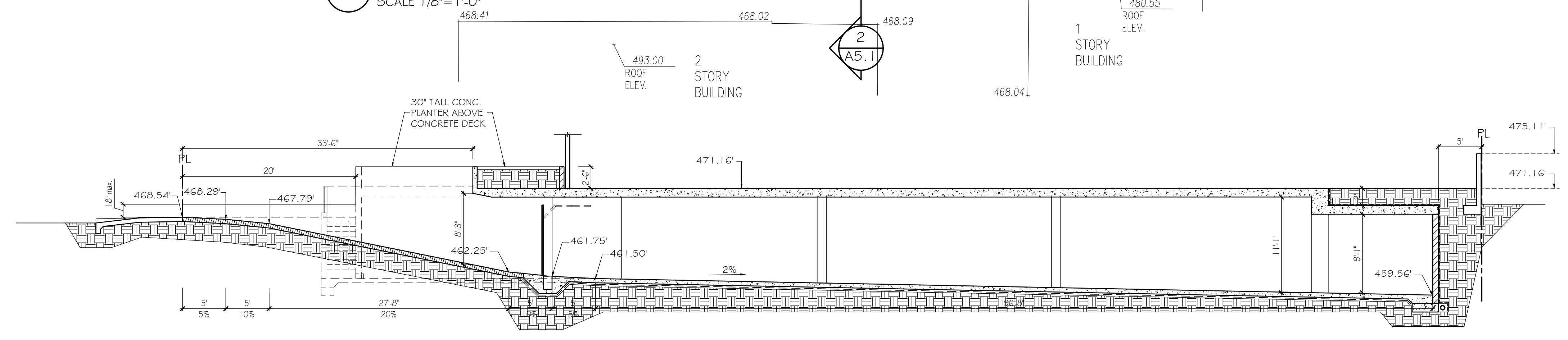
INDIGENOUS TREE NOTE:

THERE ARE NO PROTECTED OAK, SYCAMORE, OR BAY TREES ON THE PROPERTY OR WITHIN 20' OF THE PROPERTY.

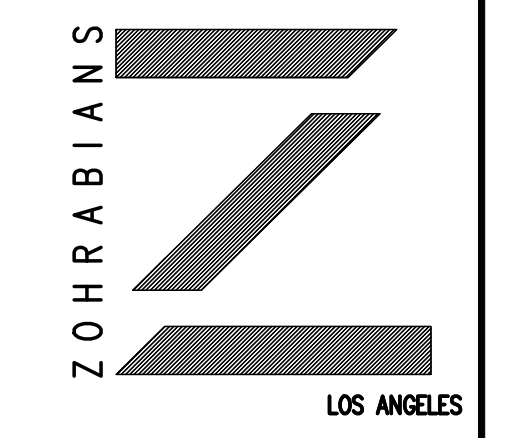
MARYLAND AVENUE



1 SEMI-SUBTERRANEAN PARKING GARAGE PLAN
SCALE 1/8" = 1'-0"



2 PROPOSED RAMP PROFILE
SCALE 1/8" = 1'-0"



Zohrabians Architects and Builders, Inc.
3467 Ocean View Blvd, Suite B
Glendale, California 91208
T +1 818.236.3619
F +1 818.236.2171
zab@zohrabians.com
www.zohrabians.com

STAMP:

These drawings and specifications are the property and copyright of ZOHRABIANS ARCHITECTS AND BUILDERS INC., and shall not be used on any other work except by agreement with ZOHRABIANS ARCHITECTS AND BUILDERS INC. Written dimensions take precedence over scaled dimensions and shall be verified by the contractor on the job site. Any discrepancy shall be brought to the attention of ZOHRABIANS ARCHITECTS AND BUILDERS INC. prior to the commencement of any work. The Preliminary drawing indicates the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, electrical systems. As scope documents the drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the contract documents. On the basis of the general scope indicated or described, the contractor shall furnish all items required for proper execution and completion of the work.

CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

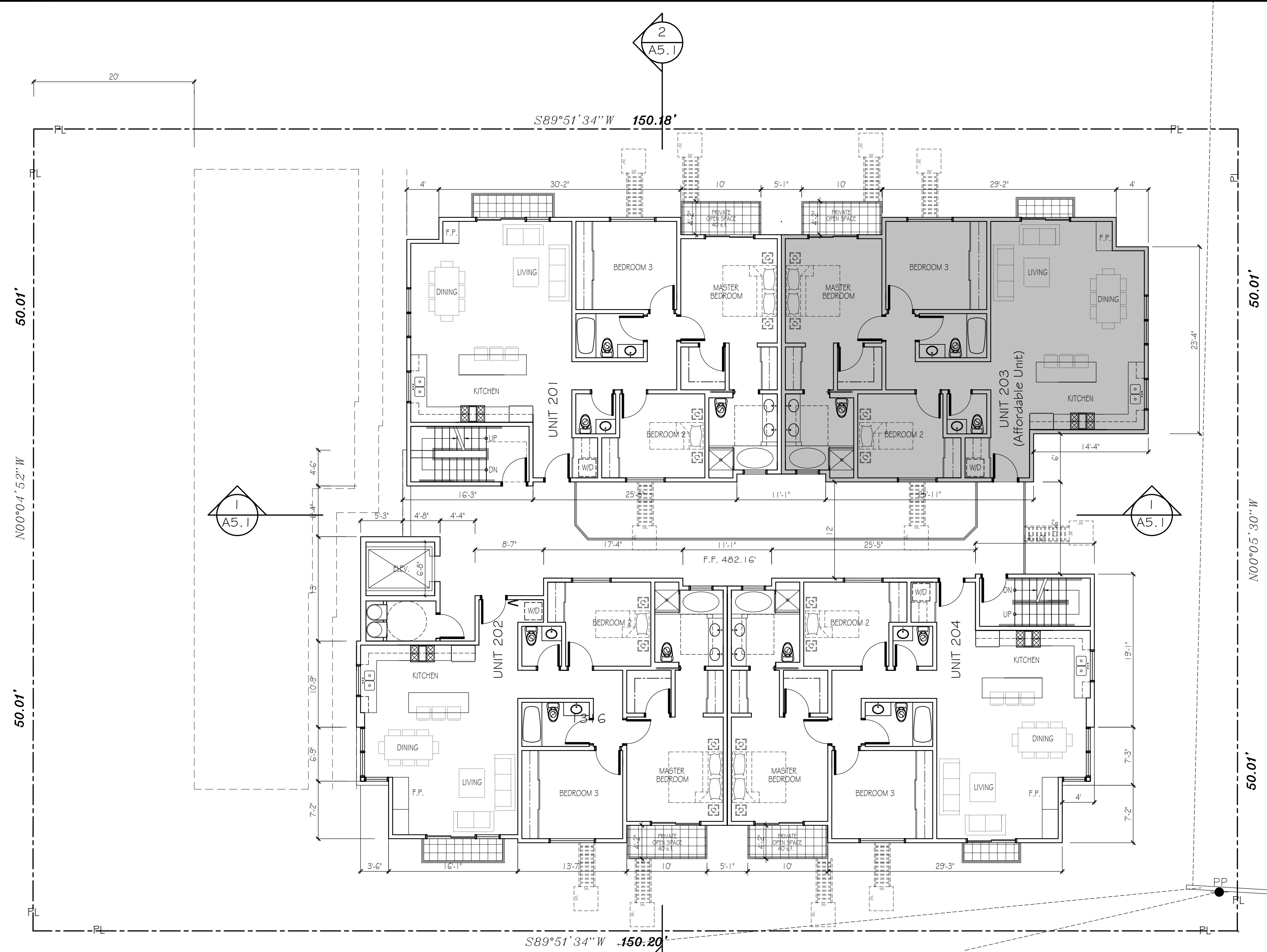
REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED BUILDING
SEMI-SUBTERRANEAN PARKING
GARAGE PLAN

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.2

MARYLAND AVENUE



1 PROPOSED SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

PROJECT DESCRIPTION:

NEW PROPOSED THREE STORY 12-UNIT APARTMENT BUILDING INCLUDING DENSITY BONUS UNITS OVER SEMI-SUBTERRANEAN PARKING GARAGE

PROJECT DATA:

LEGAL DESCRIPTIONS:
TRACT NO. 314 LOTS 18 AND 19
APN : 5640-015-043 AND 5640-015-044
TOTAL LOT AREA = 15,000 s.f.
ZONE = (R-2250 P- Medium Density Residential Parking Overlay Zone)

DENSITY:

ALLOWABLE NUMBER OF UNITS = 15,000 s.f. / 1,800 s.f. = 8.33 Units
Maximum Allowable Density Bonus = 50%
ALLOWABLE NUMBER OF UNITS (Including Density Bonus) = 9 (1.5) = 13.5 = 14 Units

Base Units in the Project = 15,000 s.f. / 1,800 s.f. = 8.33 = 9
Max. Allowable Units with Density Bonus = 9 (1.5) = 13.5 = 14
Min. Required Very Low Affordable units = 9 (15%) = 1.35 = 2
Total Proposed Bedrooms = 12 x 3 bedrooms = 36
Min. Required number of Bedrooms = 36 / 13 = 2.76 = 3
Total Proposed Floor Area = 17,685 - 1,356 = 16,329 s.f.
Total Required Floor Area for Affordable Units = (16,329 / 12) 2 = 2,722 s.f.
TOTAL PROPOSED RESIDENTIAL UNITS = 12
Proposed Percent Affordable units = 15%
Allowable number of incentives = 3

ALLOWABLE INCENTIVES/CONCESSIONS:

- 1- Increase the maximum floor area ratio.
- 2- Increase the maximum height.
- 3- Reduce the total required common outdoor space.

BUILDING HEIGHT:

ALLOWABLE HEIGHT = THREE STORIES / 36 ft.
PROPOSED BUILDING HEIGHT = 40 ft.

LOT COVERAGE:

ALLOWABLE LOT COVERAGE = 50% X 15,000 s.f. = 7,500 s.f.
PROPOSED LOT COVERAGE = 6,407 s.f.

FLOOR AREA:

MAXIMUM ALLOWABLE FAR = 0.85
PROPOSED MAXIMUM FAR = 1.179
ALLOWABLE FLOOR AREA = 0.85 (15,000) = 12,750 s.f.
PROPOSED FLOOR AREA = 17,685 s.f.

PARKING:

REQUIRED PARKING:
In Accordance with 30.36.090 (Parking Concessions)
1.5 CAR/3BR UNIT Including of Handicapped and Guest Parking = 18
PROPOSED PARKING:
STANDARD = 24
HANDICAPPED = 2
TOTAL PARKING SPACES = 26

PERMANENTLY LANDSCAPED OPEN SPACE AREA:

REQUIRED PERMANENTLY LANDSCAPED OPEN AREA = 25% (15,000) = 3,750 s.f.
REQUIRED ADDITIONAL LANDSCAPED OPEN AREA = 900 + (100-90)20 = 1,100 s.f.
TOTAL REQUIRED PERMANENTLY LANDSCAPED OPEN AREA = 4,850 s.f.
PROPOSED PERMANENTLY LANDSCAPED OPEN AREA = 4,914 s.f.
493+646+452+268+422+302+26+243+88+169+16+205+160+747+127+16+88+139+153+4(38) = 4,914 s.f.

PROPOSED ADDITIONAL OPEN SPACE AREA = 1,352 s.f.
(GMC 30.31.020 (A)(7))

OUTDOOR SPACE:

REQUIRED COMMON OUTDOOR SPACE = 200 s.f.(12) = 2,400 s.f.
PROPOSED COMMON OUTDOOR SPACE = 1,843 s.f.
REQUIRED PRIVATE OUTDOOR SPACE = 40 s.f. / UNIT
PROPOSED PRIVATE OPEN SPACE = 40 s.f. / UNIT

GRADE = (468.79 + 467.53) / 2 = 468.16
ALLOWABLE SEMI-SUBTERRANEAN GARAGE DECK EL. = 468.16 + 3 = 471.16
PROPOSED SEMI-SUBTERRANEAN GARAGE DECK EL. = 471.16

RESIDENTIAL UNIT AND RETAIL AREA CONFIGURATION:

UNIT NO.	STAIR	ELEV.	TRASH CHUTE	101	102	103	104	201	202	203	204	301	302	303	304	TOTAL
BEDROOMS	-	-	-	3	3	3	3	3	3	3	3	3	3	3	3	5,791 s.f.
FIRST FLOOR	228	70	50	1392	1316	1377	1358	-	-	-	-	-	-	-	-	5,791 s.f.
SECOND FLOOR	228	70	50	-	-	-	-	1392	1316	1377	1358	-	-	-	-	5,791 s.f.
THIRD FLOOR	228	70	50	-	-	-	-	-	-	-	-	1392	1316	1377	1358	5,791 s.f.
SEMI SUBTERRANEAN PARKING	104	70	138	-	-	-	-	-	-	-	-	-	-	-	-	312 s.f.
TOTAL	788	280	288	1392	1316	1377	1358	1392	1316	1377	1358	1392	1316	1377	1358	17,685 s.f.
PRIVATE TERRACE	-	-	-	40	40	40	40	40	40	40	40	40	40	40	40	

PERIMETER FENCE WALLS:

MAX. ALLOWABLE HEIGHT OF SOLID FENCE + GARAGE ABOVE ADJACENT GROUND LEVEL = 6.50'
LOWEST ADJACENT GROUND LEVEL = 468.61'
MAX. ALLOWABLE TOP OF SOLID FENCE WALL = 475.11'

INDIGENOUS TREE NOTE:

THERE ARE NO PROTECTED OAK, SYCAMORE, OR BAY TREES ON THE PROPERTY OR WITHIN 20' OF THE PROPERTY.

ZOHRABIANS
LOS ANGELES

Zohrabians Architects and Builders, Inc.
3467 Ocean View Blvd. Suite B
Glendale, California 91208

T +1 818.236.3619
F +1 818.236.2171
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CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS

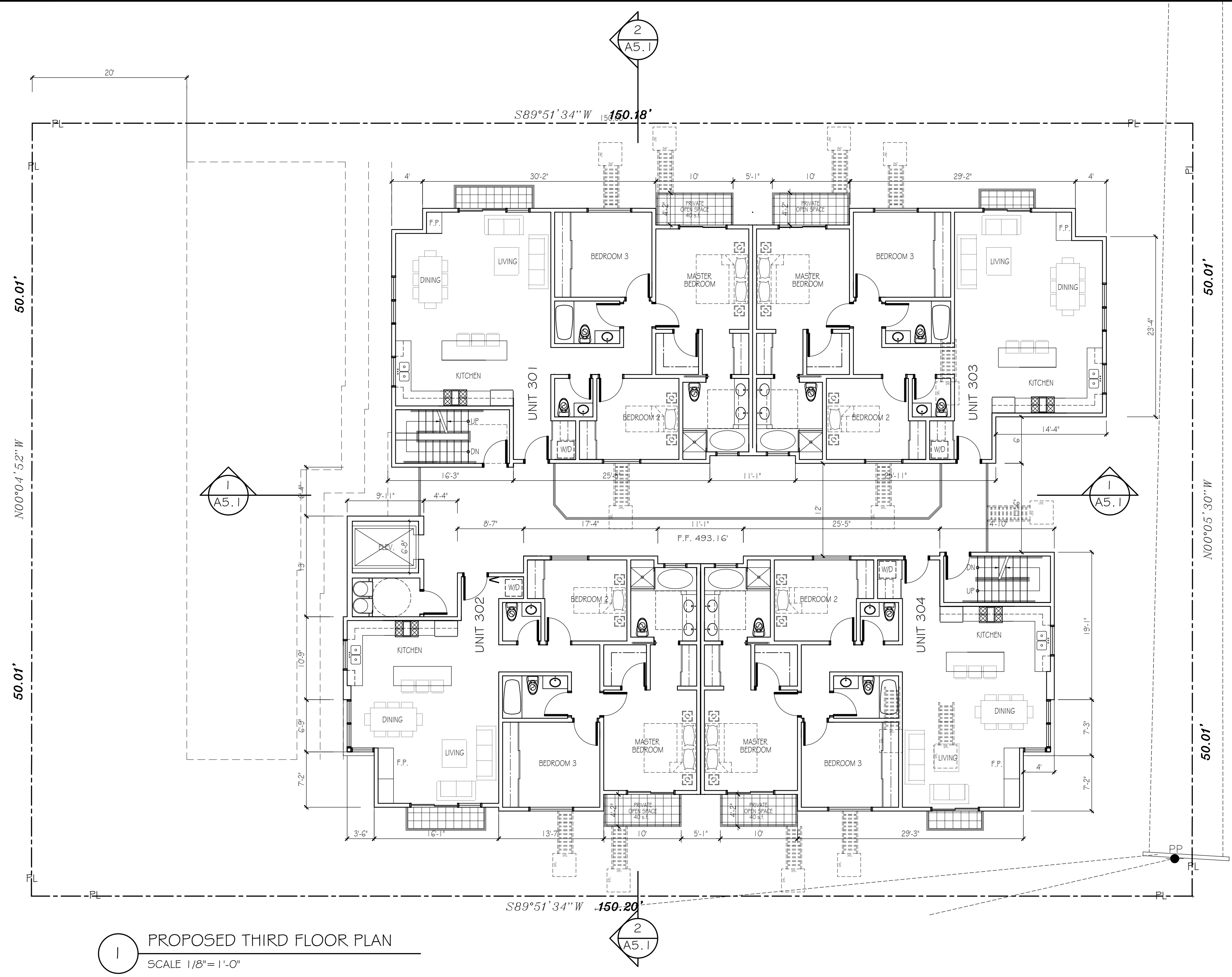
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED BUILDING SECOND FLOOR PLAN

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.3

MARYLAND AVENUE



1 PROPOSED THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"

PROJECT DESCRIPTION:

NEW PROPOSED THREE STORY 12-UNIT APARTMENT BUILDING INCLUDING DENSITY BONUS UNITS OVER SEMI-SUBTERRANEAN PARKING GARAGE

PROJECT DATA:

LEGAL DESCRIPTIONS:
TRACT NO. 314 LOTS 18 AND 19
APN : 5640-015-043 AND 5640-015-044
TOTAL LOT AREA = 15,000 s.f.
ZONE = (R-2250 P- Medium Density Residential Parking Overlay Zone)

DENSITY:

ALLOWABLE NUMBER OF UNITS = 15,000 s.f. / 1,800 s.f. = 8.33 Units
Maximum Allowable Density Bonus = 50%
ALLOWABLE NUMBER OF UNITS (Including Density Bonus) = 9 (1.5) = 13.5 = 14 Units

Base Units in the Project = 15,000 s.f./1,800 s.f. = 8.33 = 9
Max. Allowable Units with Density Bonus = 9 (1.5) = 13.5 = 14
Min. Required Very Low Affordable units = 9 (15%) = 1.35 = 2
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Min. Required number of Bedrooms = 36 / 13 = 2.76 = 3
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Total Required Floor Area for Affordable Units = (16,329 / 12) 2 = 2,722 s.f.
TOTAL PROPOSED RESIDENTIAL UNITS = 12
Proposed Percent Affordable units = 15%
Allowable number of incentives = 3

ALLOWABLE INCENTIVES/CONCESSIONS:

- 1- Increase the maximum floor area ratio.
- 2- Increase the maximum height.
- 3- Reduce the total required common outdoor space.

BUILDING HEIGHT:

ALLOWABLE HEIGHT = THREE STORIES / 36 ft.
PROPOSED BUILDING HEIGHT = 40 ft.

LOT COVERAGE:

ALLOWABLE LOT COVERAGE = 50% X 15,000 s.f. = 7,500 s.f.
PROPOSED LOT COVERAGE = 6,407 s.f.

FLOOR AREA:

MAXIMUM ALLOWABLE FAR = 0.85
PROPOSED MAXIMUM FAR = 1.179
ALLOWABLE FLOOR AREA = 0.85 (15,000) = 12,750 s.f.
PROPOSED FLOOR AREA = 17,685 s.f.

PARKING:

REQUIRED PARKING:
In Accordance with 30.36.090 (Parking Concessions)
1.5 CAR/3BR UNIT: Inclusive of Handicapped and Guest Parking = 18
PROPOSED PARKING:
STANDARD = 24
HANDICAPPED = 2
TOTAL PARKING SPACES = 26

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REQUIRED ADDITIONAL LANDSCAPED OPEN AREA = 900+(100-90)20 = 1,100 s.f.
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PROPOSED PERMANENTLY LANDSCAPED OPEN AREA = 4,914 s.f.
493+648+452+268+422+302+26+243+88+169+16+205+160+747+127+16+88+139+153 +4(38) = 4,914 s.f.

PROPOSED ADDITIONAL OPEN SPACE AREA = 1,352 s.f.
(GMC 30.31.020 (A)(7))

OUTDOOR SPACE:

REQUIRED COMMON OUTDOOR SPACE = 200 s.f.(12) = 2,400 s.f.
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REQUIRED PRIVATE OUTDOOR SPACE = 40 s.f. / UNIT
PROPOSED PRIVATE OPEN SPACE = 40 s.f. / UNIT

GRADE = (468.79 + 467.53) / 2 = 468.16

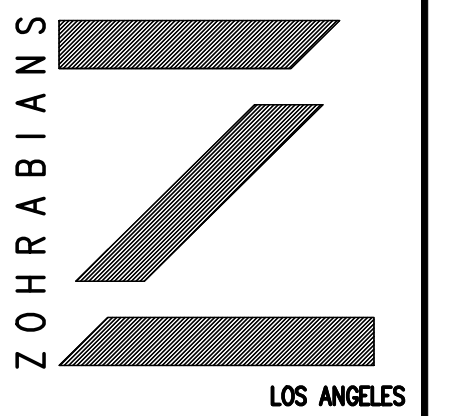
ALLOWABLE SEMI-SUBTERRANEAN GARAGE DECK EL. = 468.16 + 3 = 471.16
PROPOSED SEMI-SUBTERRANEAN GARAGE DECK EL. = 471.16

RESIDENTIAL UNIT AND RETAIL AREA CONFIGURATION:

UNIT NO.	STAIR	ELEV.	TRASH CHUTE	101	102	103	104	201	202	203	204	301	302	303	304	TOTAL RESIDENTIAL
BEDROOMS	-	-	-	3	3	3	3	3	3	3	3	3	3	3	3	3,791 s.f.
FIRST FLOOR	228	70	50	1392	1316	1377	1358	-	-	-	-	-	-	-	-	5,791 s.f.
SECOND FLOOR	228	70	50	-	-	-	-	1392	1316	1377	1358	-	-	-	-	5,791 s.f.
THIRD FLOOR	228	70	50	-	-	-	-	-	-	-	-	1392	1316	1377	1358	5,791 s.f.
SEMI-SUBTERRANEAN PARKING	104	70	138	-	-	-	-	-	-	-	-	-	-	-	-	312 s.f.
TOTAL	788	280	288	1392	1316	1377	1358	1392	1316	1377	1358	1392	1316	1377	1358	17,685 s.f.
PRIVATE TERRACE	-	-	-	40	40	40	40	40	40	40	40	40	40	40	40	

INDIGENOUS TREE NOTE:

THERE ARE NO PROTECTED OAK, SYCAMORE, OR BAY TREES ON THE PROPERTY OR WITHIN 20' OF THE PROPERTY.



Zohrabians Architects and Builders, Inc.
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Glendale, California 91208

T +1 818.236.3619
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zab@zohrabians.com

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CLIENT:

South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:

Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS

DESCRIPTION	DATE	BY

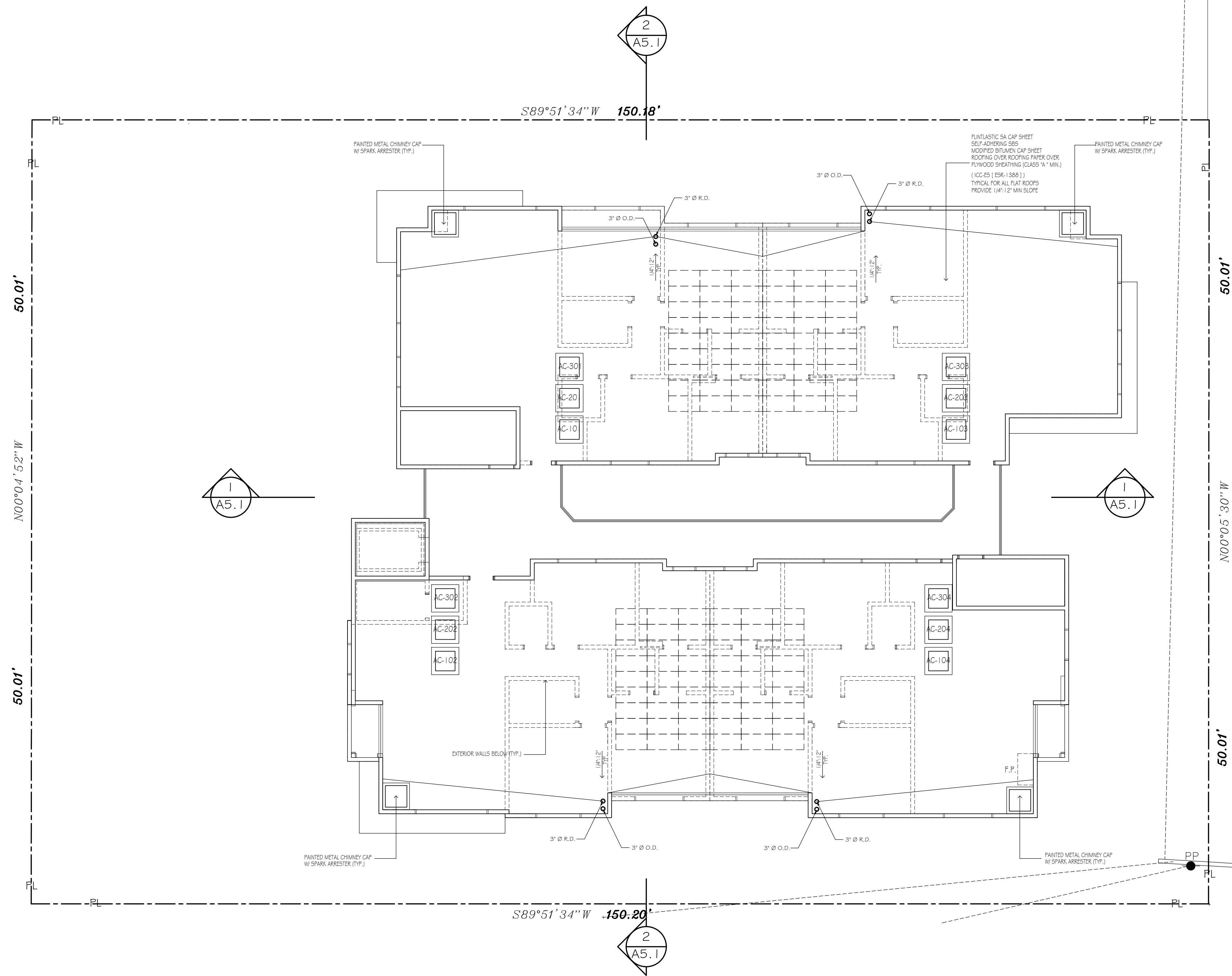
SHEET TITLE:

PROPOSED BUILDING
THIRD FLOOR PLAN

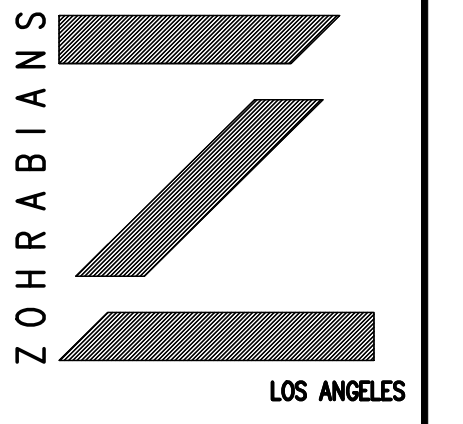
DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.4

MARYLAND AVENUE



1 PROPOSED ROOF PLAN
SCALE 1/8" = 1'-0"



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Glendale, California 91208
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CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

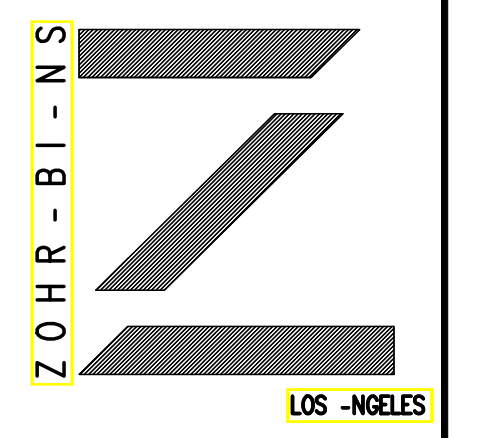
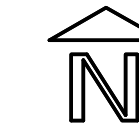
PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED BUILDING
ROOF PLAN

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.5



Zohrabians Architects and Builders, Inc.
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 Glendale, California 91208
 T +1 818.236.3619
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CLIENT:
 South Maryland LLC
 3132 Emerald Isle Dr.
 Glendale, Ca. 91206

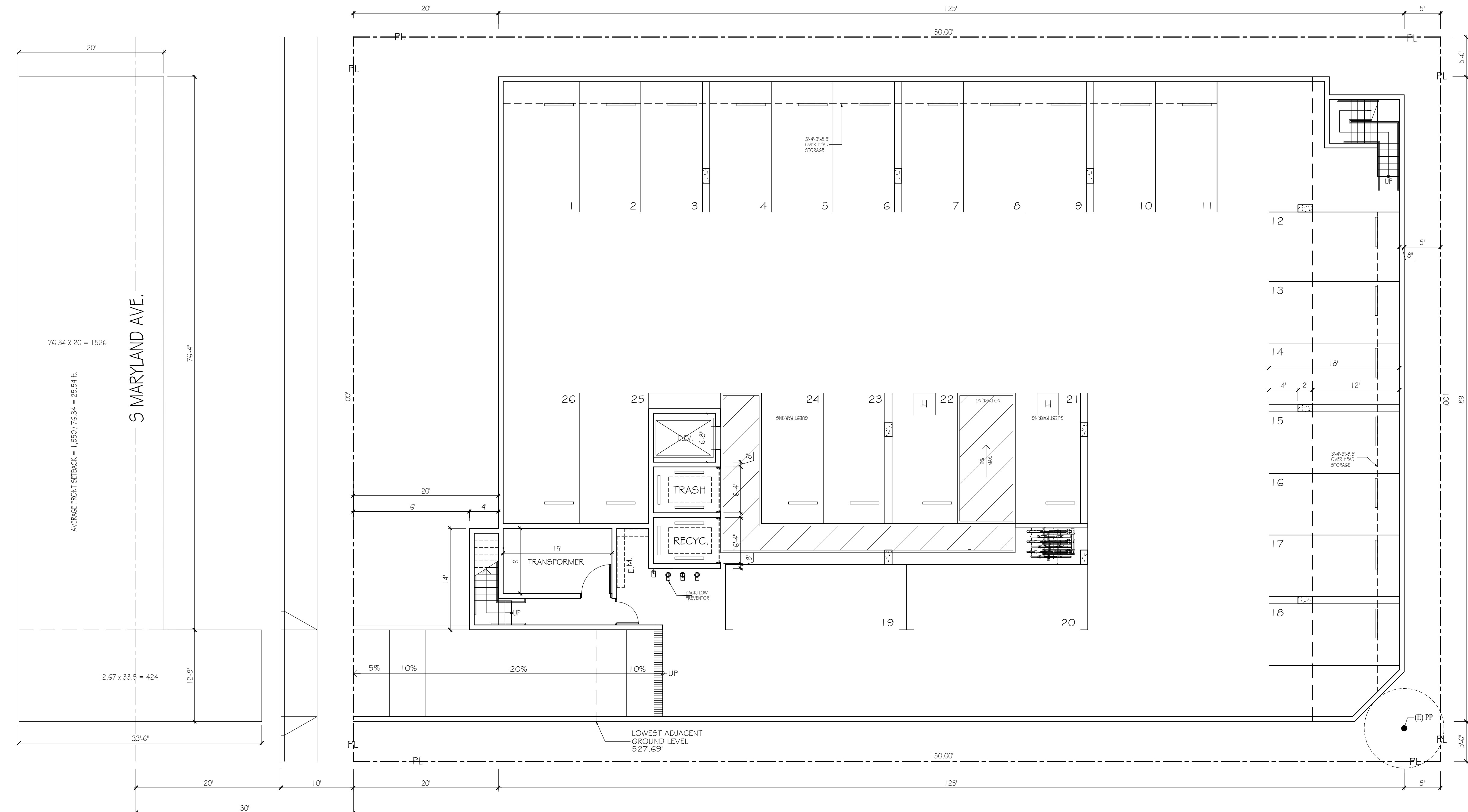
PROJECT:
 Maryland Terrace
 Luxury Apartments
 1242-1246 S Maryland Ave.
 Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
 SUBTERRANEAN PARKING GARAGE
 FRONT AVERAGE SETBACK

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.6



1 PROPOSED SEMI-SUBTERRANEAN PARKING GARAGE
 FRONT SETBACK CALCULATIONS
 SCALE 1/8" = 1'-0"

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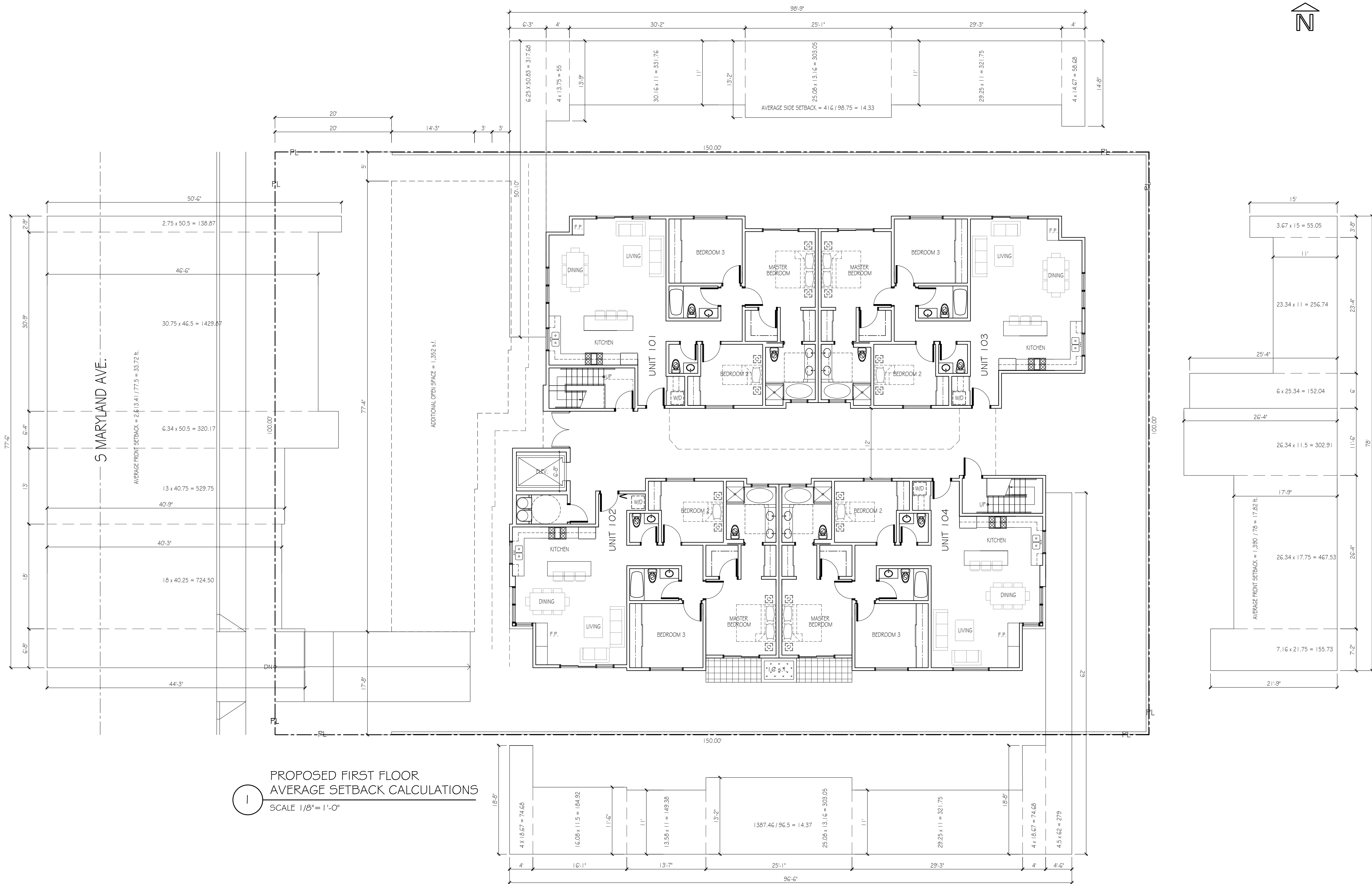
PROJECT:
**Maryland Terrace
Luxury Apartments**
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
FIRST FLOOR AVERAGE SETBACKS

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.7



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Glendale, Ca. 91206

PROJECT:

Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS

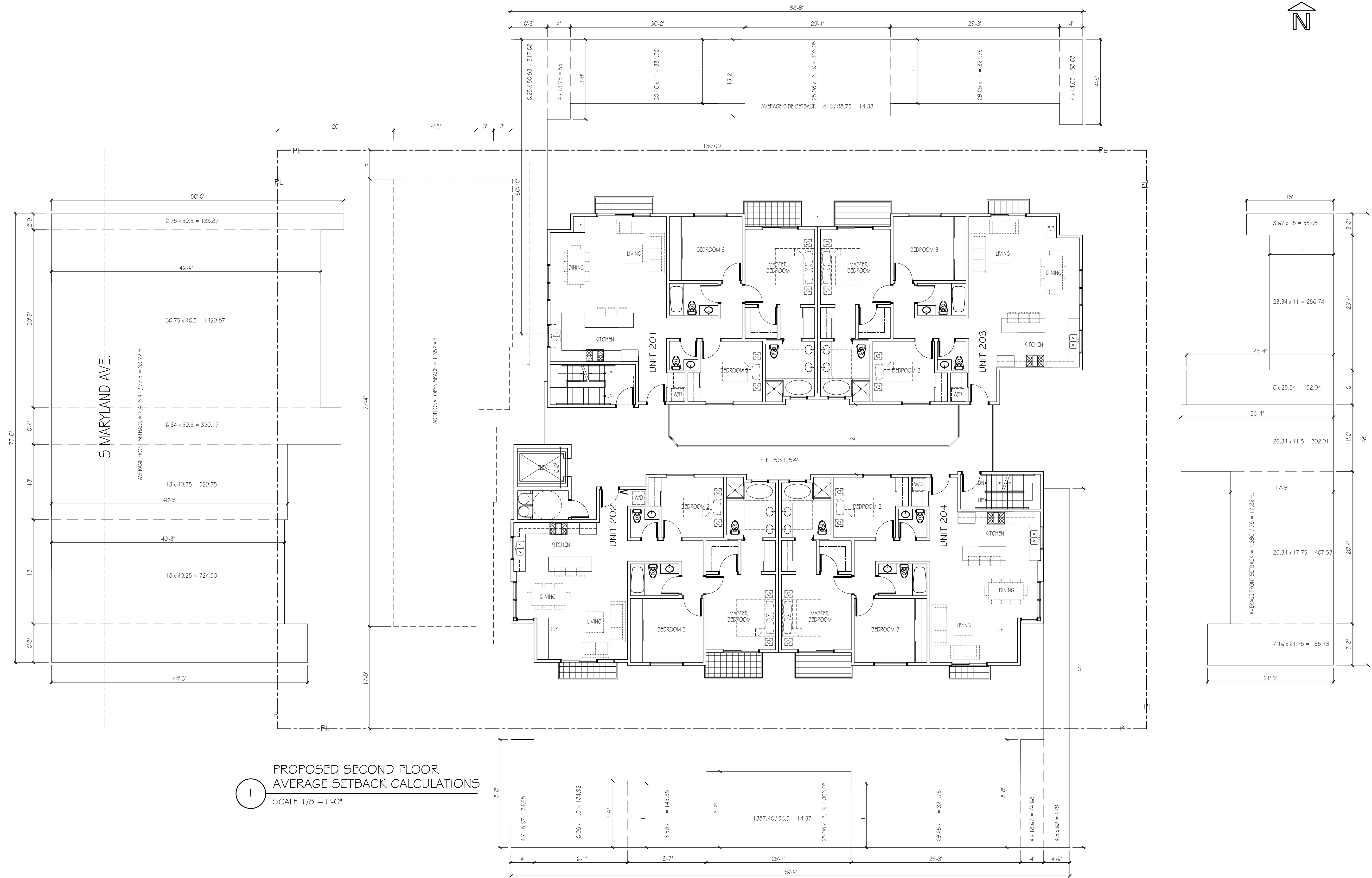
DESCRIPTION	DATE	BY

SHEET TITLE:

SECOND FLOOR AVERAGE SETBACKS

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

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PROJECT:

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Luxury Apartments
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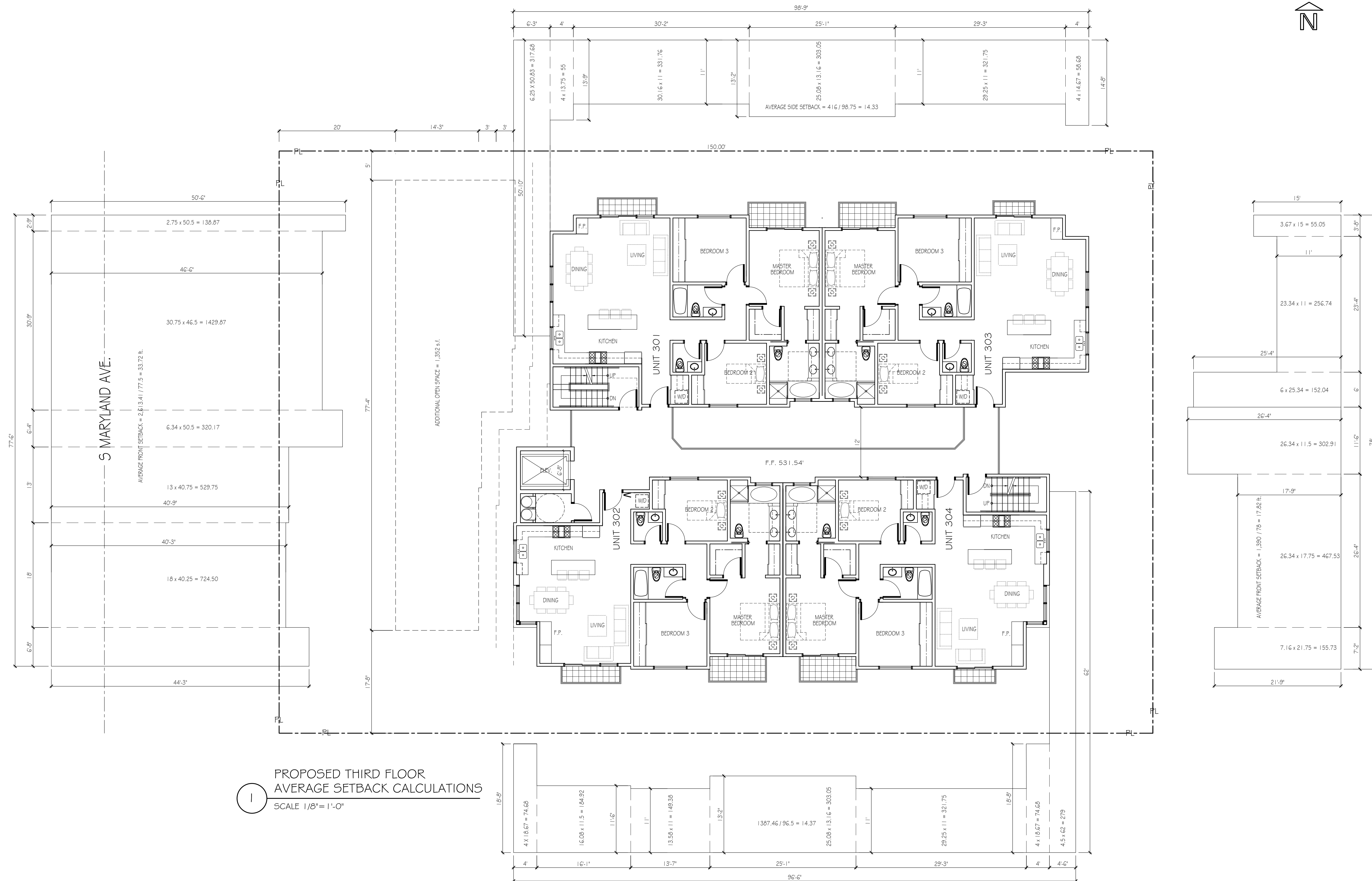
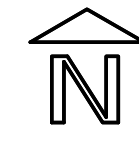
DESCRIPTION	DATE	BY

SHEET TITLE:

THIRD FLOOR AVERAGE SETBACKS

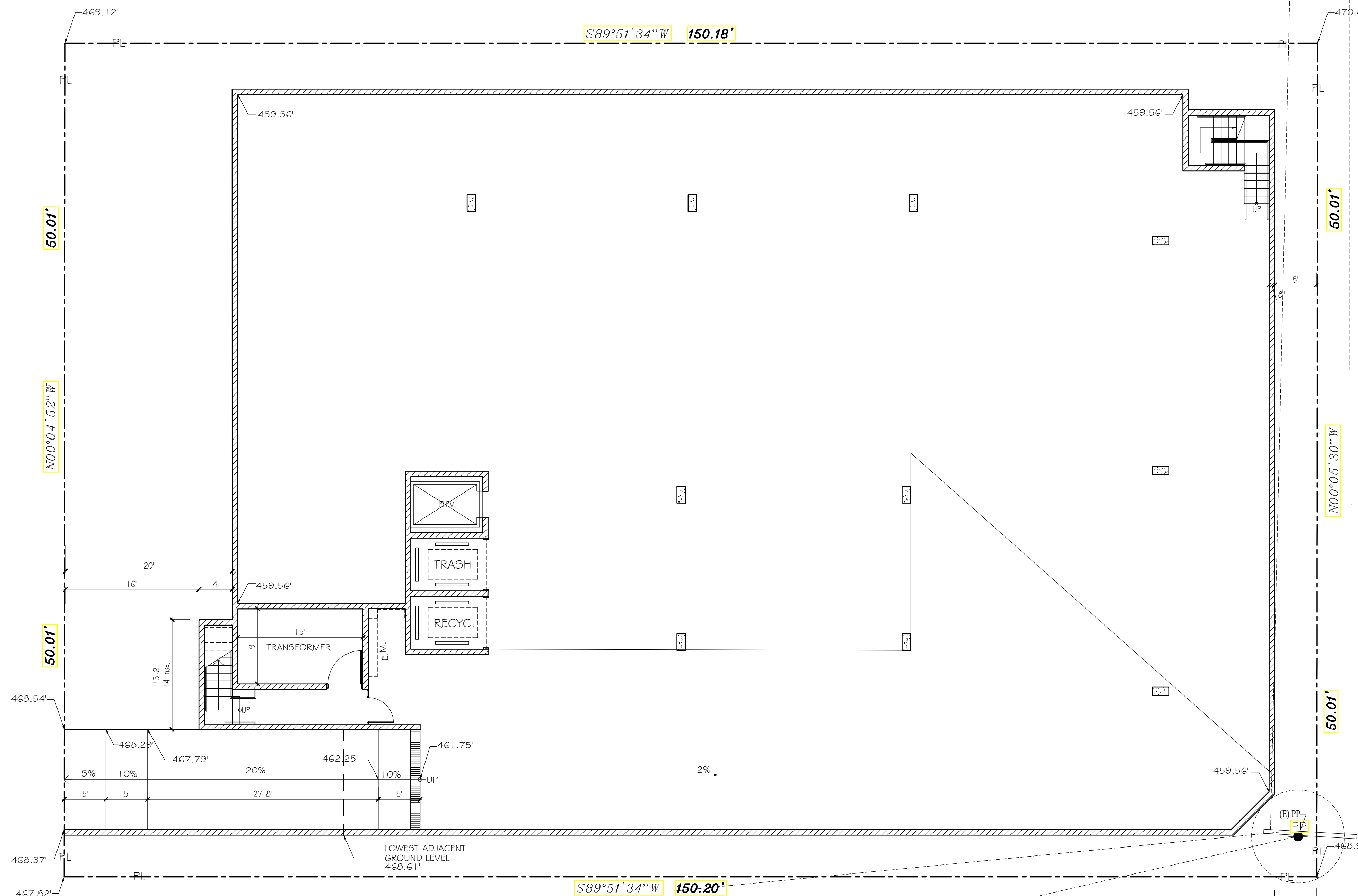
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SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.9

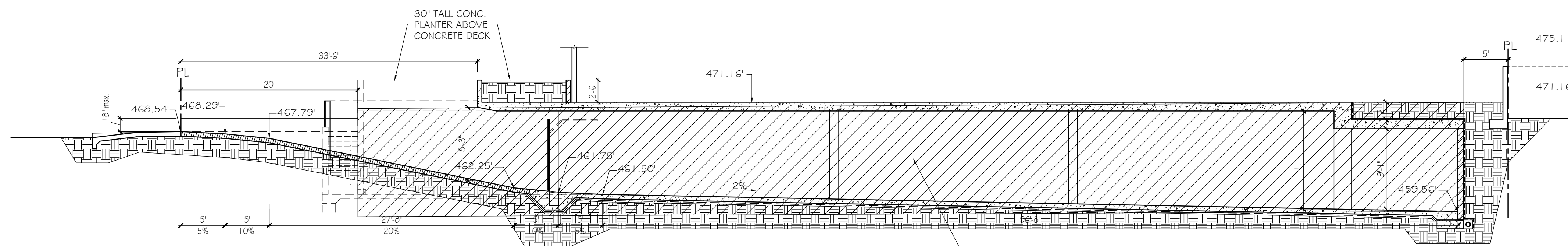


1 PROPOSED THIRD FLOOR
AVERAGE SETBACK CALCULATIONS
SCALE 1/8" = 1'-0"

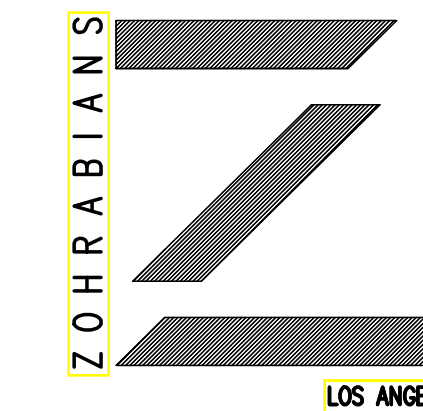
MARYLAND AVENUE



1 SEMI-SUBTERRANEAN PARKING PRELIMINARY GRADING PLAN
SCALE 1/8" = 1'-0"



2 PROPOSED CUT PROFILE
SCALE 1/8" = 1'-0"



Zohrabians Architects and Builders, Inc.
3467 Ocean View Blvd. Suite B
Glendale, California 91208
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Glendale, Ca. 91206

PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED PRELIMINARY
GRADING PLAN

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A2.12

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3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
**Maryland Terrace
Luxury Apartments**
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

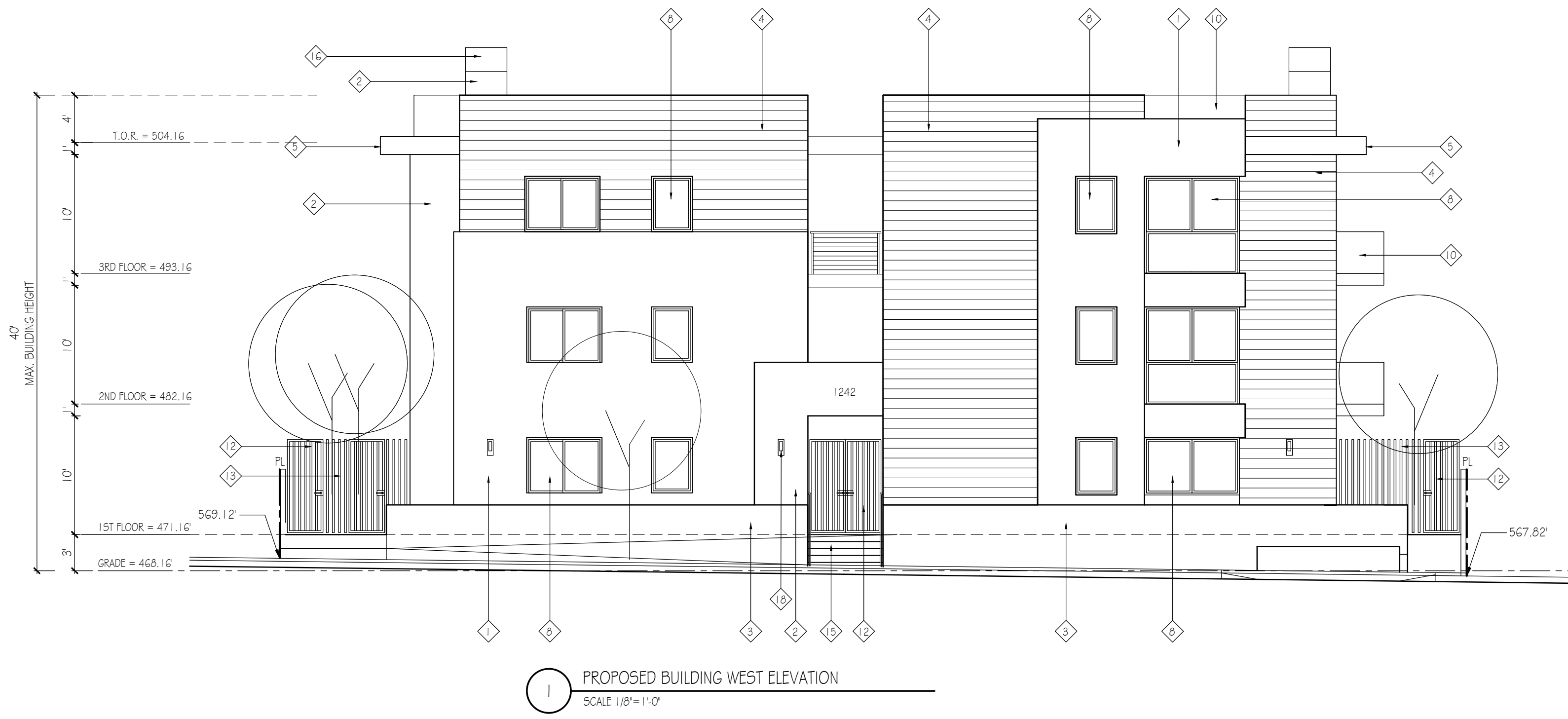
SHEET TITLE:
PROPOSED BUILDING
WEST AND SOUTH ELEVATIONS

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

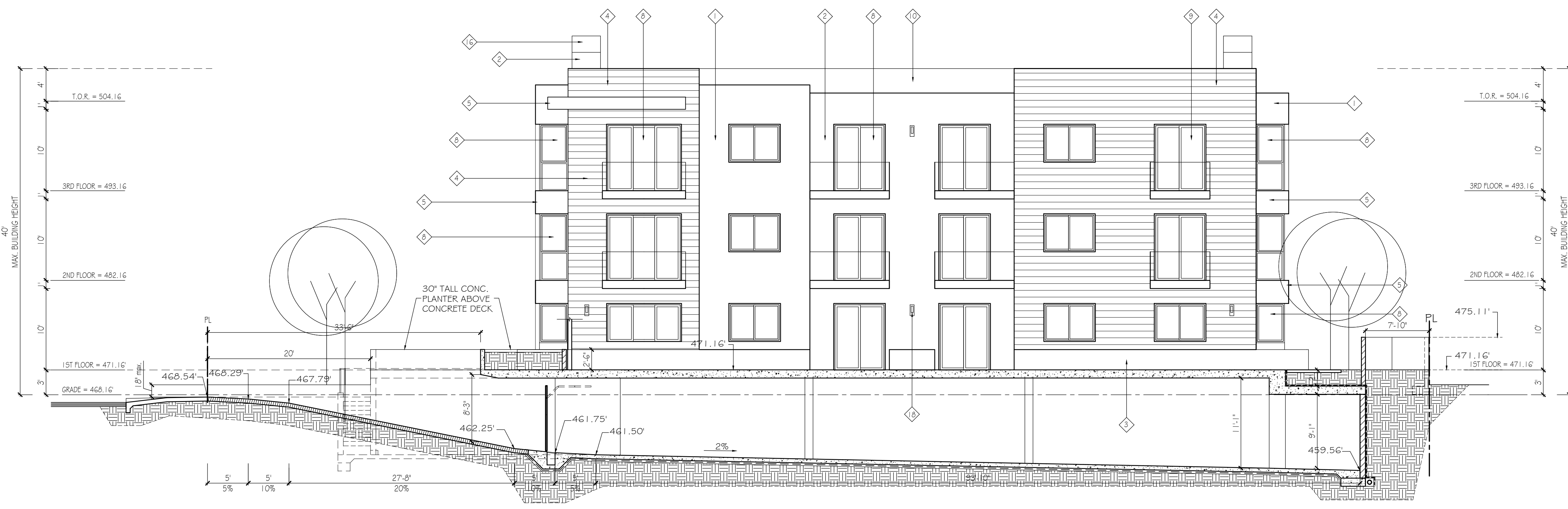
A4.1

KEY NOTES :

- 1" SMOOTH TROWLED FINISH CEMENT PLASTER OVER PAPER BACKED METAL LATH OVER PLYWOOD SHEATHING ON EXTERIOR SIDE OF 2 x 6 AT 16" O.C. AND A LAYER OF 5/8" GYPSUM BOARD ON THE INTERIOR SIDE. PROVIDE R-15 INSULATION IN STUD SPACE COLOR : 'Ivory Mist' (by: Kelly-Moore)
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 - COMPOSITE WOOD SIDING COLOR : Aged Ash
 - PRE-PAINTED METAL CLAD CANOPY / WINDOW HEADER COLOR : Mat Black
 - PRE-PAINTED METAL CLAD BALCONY FASCIA COLOR : Mat Black
 - PRE-PAINTED METAL COPING (INVISIBLE) COLOR : Mat Black
 - FIBER GLASS FRAMED DUAL GLAZED WINDOW COLOR : Black
 - FIBER GLASS FRAMED DUAL GLAZED PATIO DOORS COLOR : Black
 - CLEAR TEMPERED GLASS PANEL RAILING SET-IN BOTTOM TRACK COLOR : Mat Black
 - PAINTED HOLLOW METAL DOOR COLOR : Mat Black
 - PAINTED OPEN METAL GATE COLOR : Mat Black
 - PAINTED OPEN METAL FENCE COLOR : Mat Black
 - PRE-PAINTED OPEN GRILL METAL SECTIONAL GARAGE DOOR COLOR : Mat Black
 - SEALED CONCRETE STEPS COLOR : Natural Gray
 - PAINTED METAL CHIMNEY CAP COLOR : Mat Black
 - METAL ADDRESS NUMBERS (Illuminated by exterior lighting) COLOR : Mat Black
- EW = ESCAPE WINDOW



1 PROPOSED BUILDING WEST ELEVATION
SCALE 1/8"=1'-0"



2 PROPOSED BUILDING SOUTH ELEVATION
SCALE 1/8"=1'-0"

STAMP:

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CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
**Maryland Terrace
Luxury Apartments**
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS

DESCRIPTION	DATE	BY

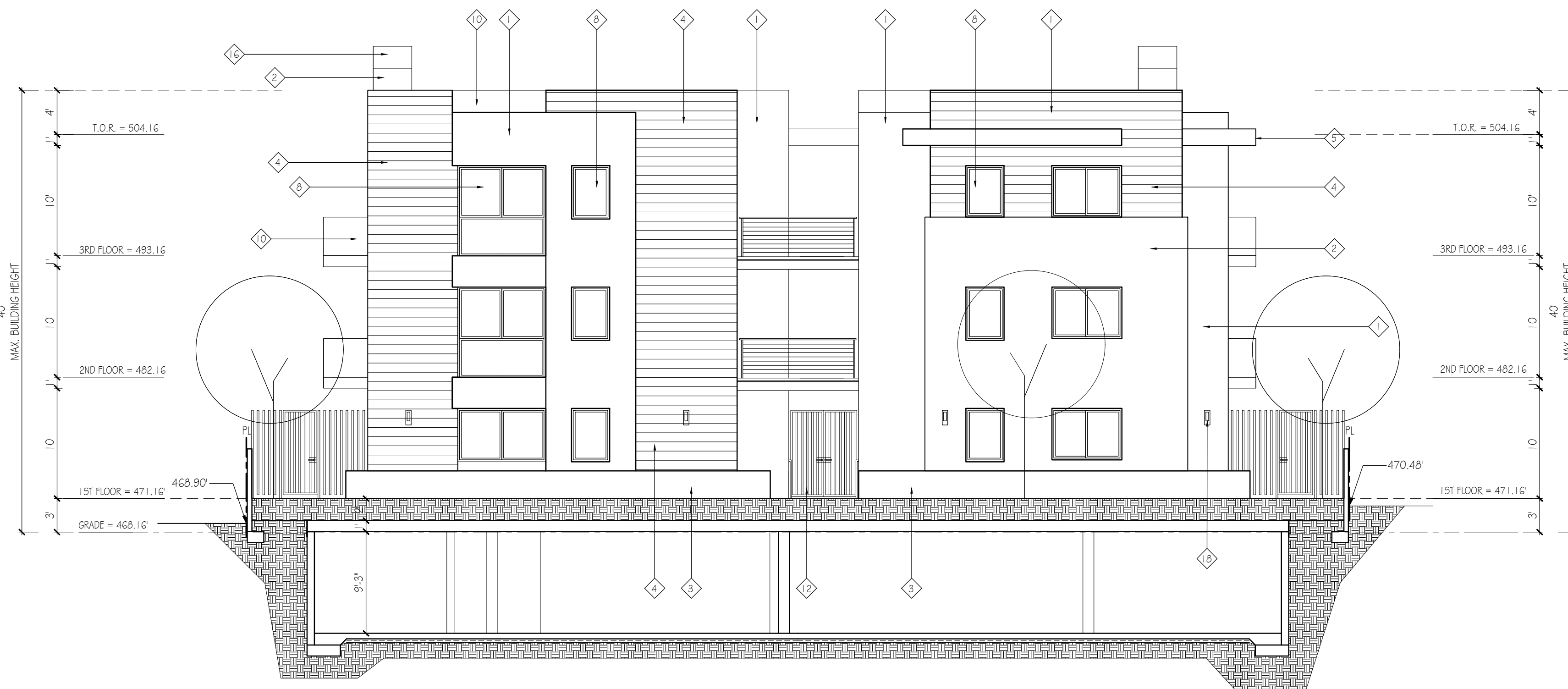
SHEET TITLE:
PROPOSED BUILDING
EAST AND NORTH ELEVATIONS

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

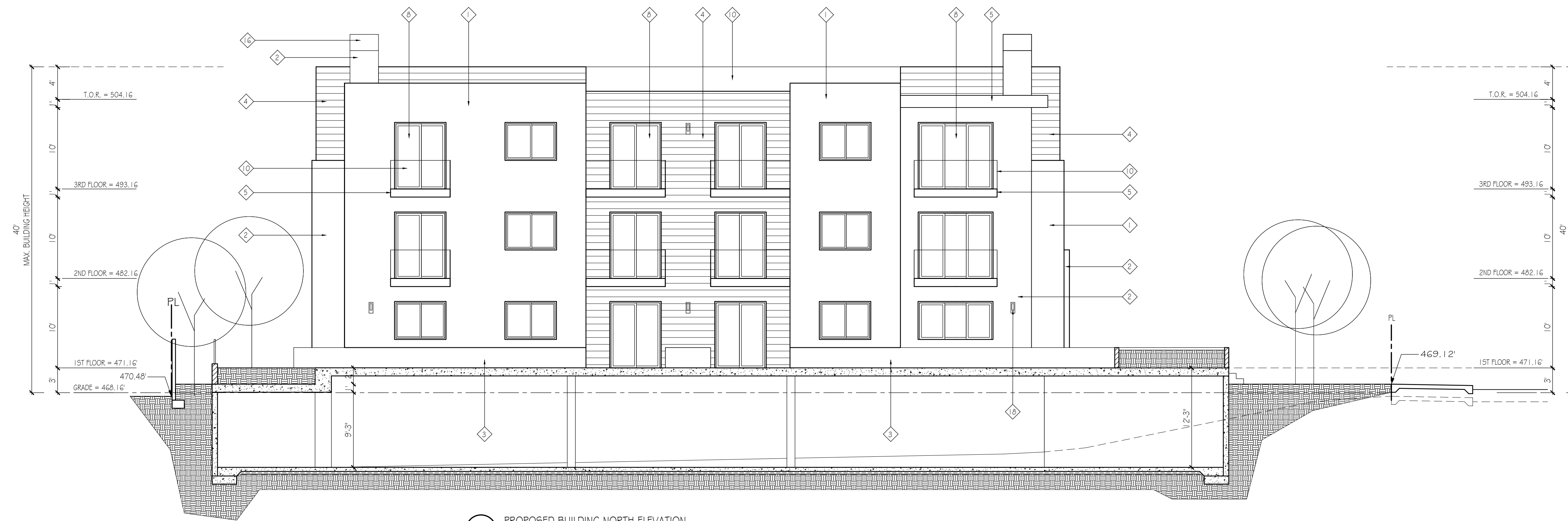
A4.2

KEY NOTES :

- 1" SMOOTH TROWLED FINISH CEMENT PLASTER OVER PAPER BACKED METAL LATH OVER PLYWOOD SHEATHING ON EXTERIOR SIDE OF 2 x 6 AT 16" O.C. AND A LAYER OF 5/8" GYPSUM BOARD ON THE INTERIOR SIDE. PROVIDE R-15 INSULATION IN STUD SPACE COLOR : "Ivory Mist" (by: Kelly-Moore)
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 - METAL ADDRESS NUMBERS (Illuminated by exterior lighting) COLOR : Mat Black
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1 PROPOSED BUILDING EAST ELEVATION
SCALE 1/8" = 1'-0"



2 PROPOSED BUILDING NORTH ELEVATION
SCALE 1/8" = 1'-0"

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PROJECT:

Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
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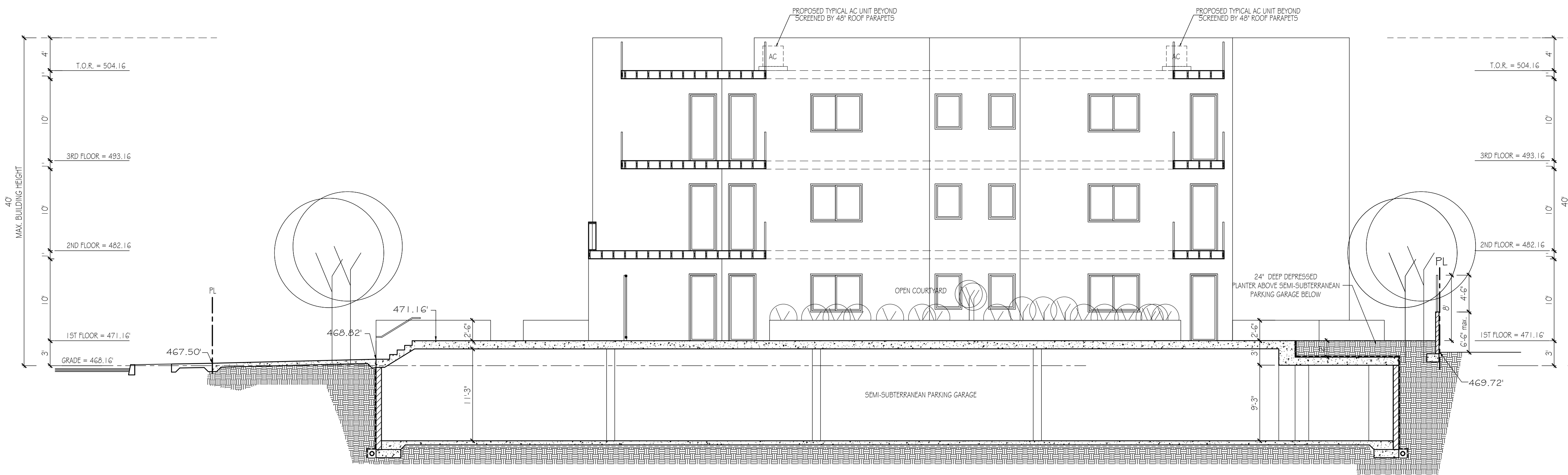
REVISIONS

DESCRIPTION	DATE	BY

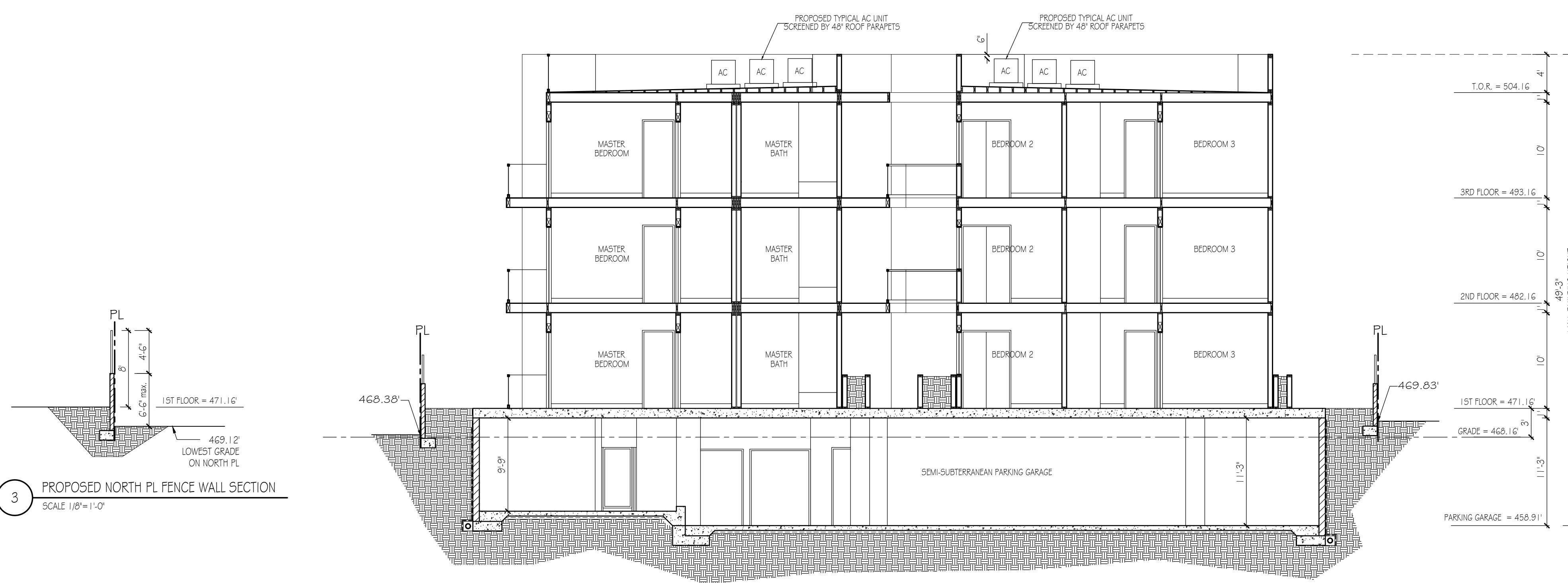
SHEET TITLE:

PROPOSED BUILDING SECTIONS

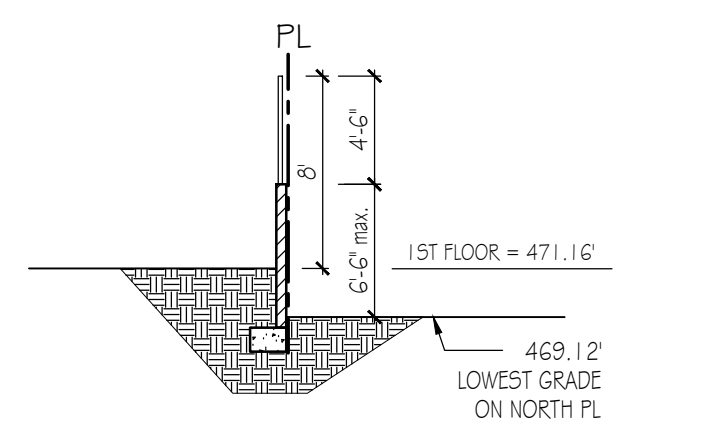
DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	A5



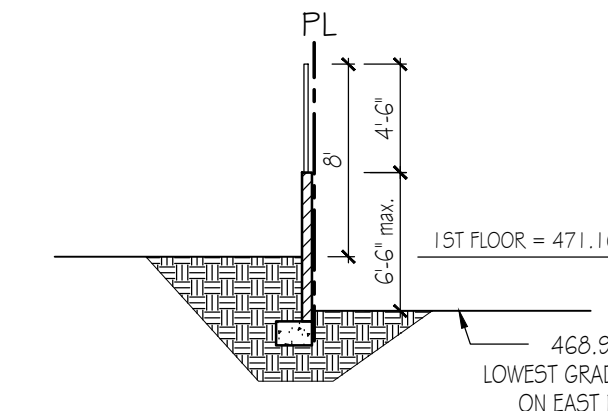
1 PROPOSED BUILDING SECTION / ELEVATION
SCALE 1/8" = 1'-0"



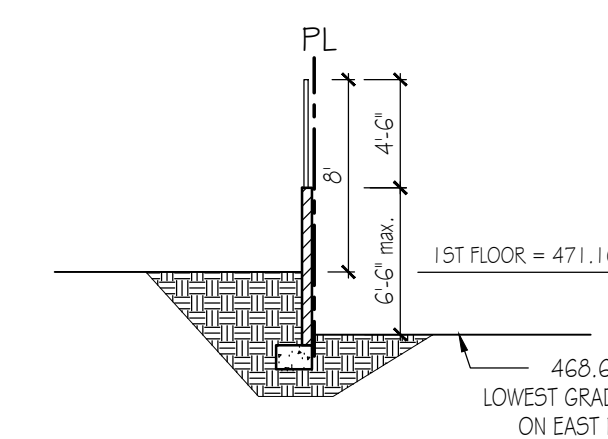
2 PROPOSED BUILDING SECTION
SCALE 1/8" = 1'-0"



3 PROPOSED NORTH PL FENCE WALL SECTION
SCALE 1/8" = 1'-0"



4 PROPOSED EAST PL FENCE WALL SECTION
SCALE 1/8" = 1'-0"



5 PROPOSED SOUTH PL FENCE WALL SECTION
SCALE 1/8" = 1'-0"

STAMP:

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South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

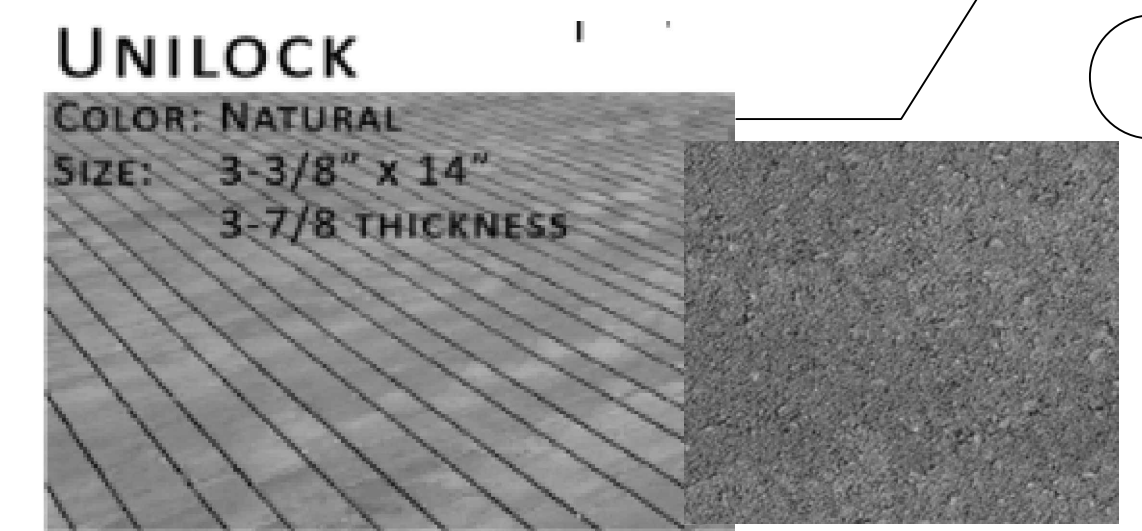
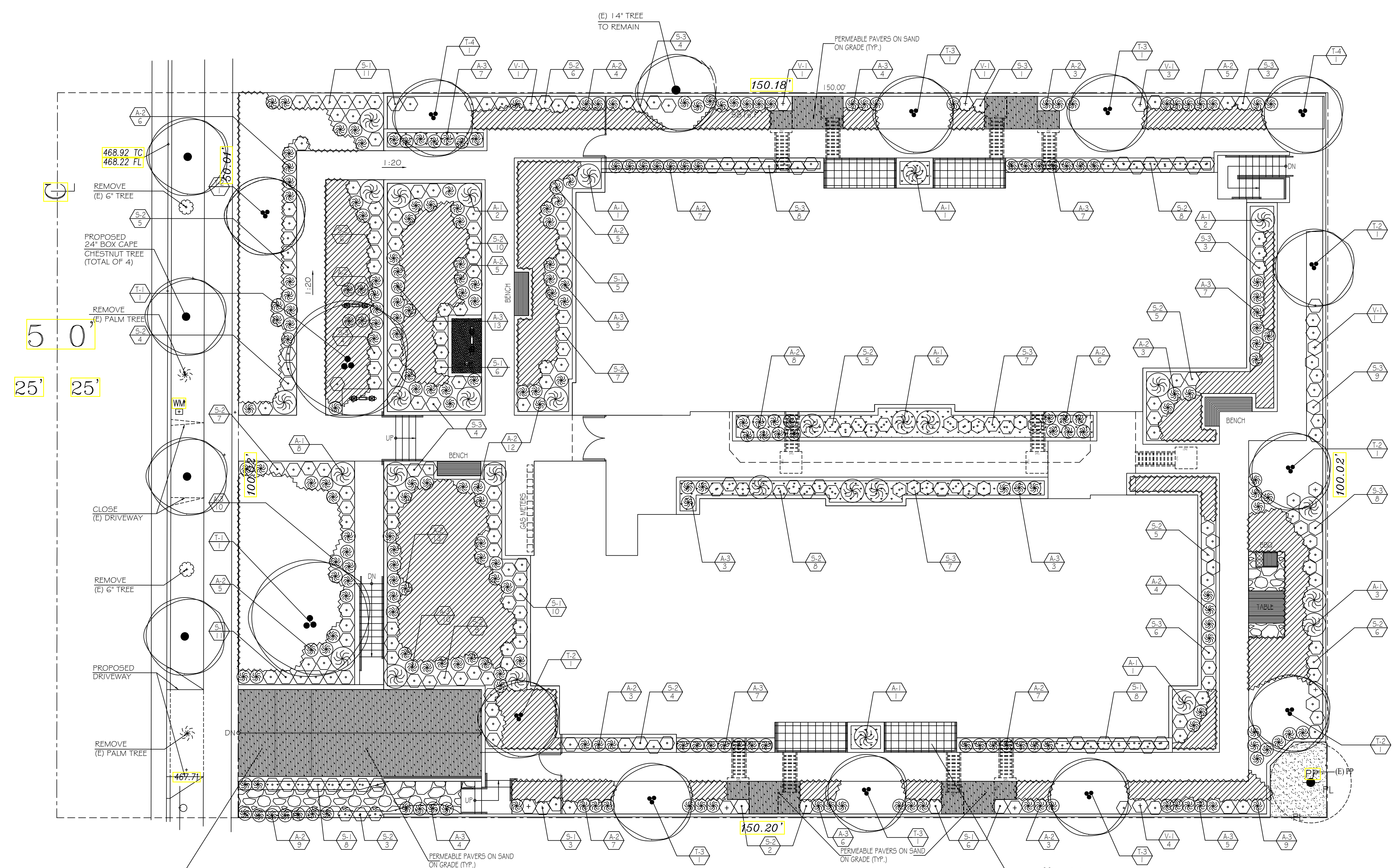
PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED PROJECT
LANDSCAPE PLAN

DATE	02.21.2023
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

MARYLAND AVENUE



1 PROPOSED LANDSCAPE PLAN
SCALE 1/8" = 1'-0"

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	SPACING
T-1	MELALEUCA LEUCADENDRA	CAJUPUT MUTI, TRUNK	36" BX.	2	-
T-2	PARAKINSONIA DESERT MUSEUM	PALO VERDE MULTI, TRUNK	24" BX.	4	-
T-3	TRISTANIA CONFERTA	BRISBANE BOX	15 GAL.	6	-
T-4	LAGERSTROEMIA INDICA	CRAPE MYRTLE RED	24" BX.	2	-
S-1	DODONEA VISCOSA	HOPSEED BUSH	5 GAL.	53	5' O.C.
S-2	ALYOGYNE HUEGELII	BLUE HIBISCUS	5 GAL.	94	4' O.C.
S-3	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	5 GAL.	72	-
A-1	PHORMIUM " MAORI QUEEN"	NEW ZEALAND FLAX	15 GAL.	27	RANDOM
A-2	ANIGOZANTHOS BIG RED	KANGAROO PAW	5 GAL.	97	RANDOM
A-3	ALOE "BLUE ELF"	DWARF ALOE	5 GAL.	76	-
V-1	FICUS PUMILA	CREEPING FIG	5 GAL.	11	RANDOM
LAWN	BUCHLOE DACTYLOIDES	BUFFALO GRASS	SOD	-	-
GROUND COVER = SENECIO (ALL PA.S.)		BLUE SENECIO	FLATS	AS NEEDED	12" O.C.

LEGEND

- .PROPOSED TREE
- .PROPOSED SHRUB
- .PROPOSED VINE
- .PROPOSED ACCENT
- .PROPOSED LAWN
- .PROPOSED GROUND COVER
- .PROPOSED WASHED GRAVEL
- PLANT SYMBOL QUANTITY



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CLIENT:
South Maryland LLC
3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED BUILDING
WEST AND SOUTH ELEVATIONS

DATE	07.26.22
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A4.1

KEY NOTES :

- 1" SMOOTH TROWLED FINISH CEMENT PLASTER OVER PAPER BACKED METAL LATH OVER PLYWOOD SHEATHING ON EXTERIOR SIDE OF 2 x 6 AT 16" O.C. AND A LAYER OF 5/8" GYPSUM BOARD ON THE INTERIOR SIDE. PROVIDE R-15 INSULATION IN STUD SPACE COLOR : "Ivory Mist" (by: Kelly-Moore)
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1 PROPOSED BUILDING WEST ELEVATION
SCALE 1/8" = 1'-0"



2 PROPOSED BUILDING SOUTH ELEVATION
SCALE 1/8" = 1'-0"

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3132 Emerald Isle Dr.
Glendale, Ca. 91206

PROJECT:
Maryland Terrace
Luxury Apartments
1242-1246 S Maryland Ave.
Glendale, Ca. 91205

REVISIONS		
DESCRIPTION	DATE	BY

SHEET TITLE:
PROPOSED BUILDING
EAST AND NORTH ELEVATIONS

DATE	07.26.22
SCALE	1/8" = 1'-0"
DRAWN BY	HZ
JOB NUMBER	120519
SHEET	

A4.2

KEY NOTES :

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1 PROPOSED BUILDING EAST ELEVATION
SCALE 1/8"=1'-0"



2 PROPOSED BUILDING NORTH ELEVATION
SCALE 1/8"=1'-0"

MARYLAND AVENUE

ALLEY

FD PK NAIL ON CL INTER PER C.G.E.FB 339-074

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE CITY OF GLENDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 18 & 19 OF TRACT NO. 314 AS PER MAP RECORDED IN BOOK 14 PAGES 122, 123 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5640-015-043-044

BASIS OF BEARINGS:

THE BEARING SOUTH 7° 45' 00" WEST, ON THE SIDELINE OF GLENDALE AVENUE AS SHOWN ON TRACT NO. 314, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 14, PAGES 122-123, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:

LOT 18 CONTAINING AN AREA OF 7,511.43 SQ. FT., OR 0.1724 ACRES, MORE OR LESS. LOT 19 CONTAINING AN AREA OF 7,510.97 SQ. FT., OR 0.1724 ACRES, MORE OR LESS.

BENCHMARK:

BM ID: BM287 (NVD 1929) DESCRIPTION: BRASS DISK IN WLY CURB GLENDALE AVE. 1.0 FT. WLY OF BOR NWLY CORNER STAMPED "CITY OF GLENDALE BM 287 2105" ELEV. = 465.60 FT.

SURVEYOR'S NOTE:

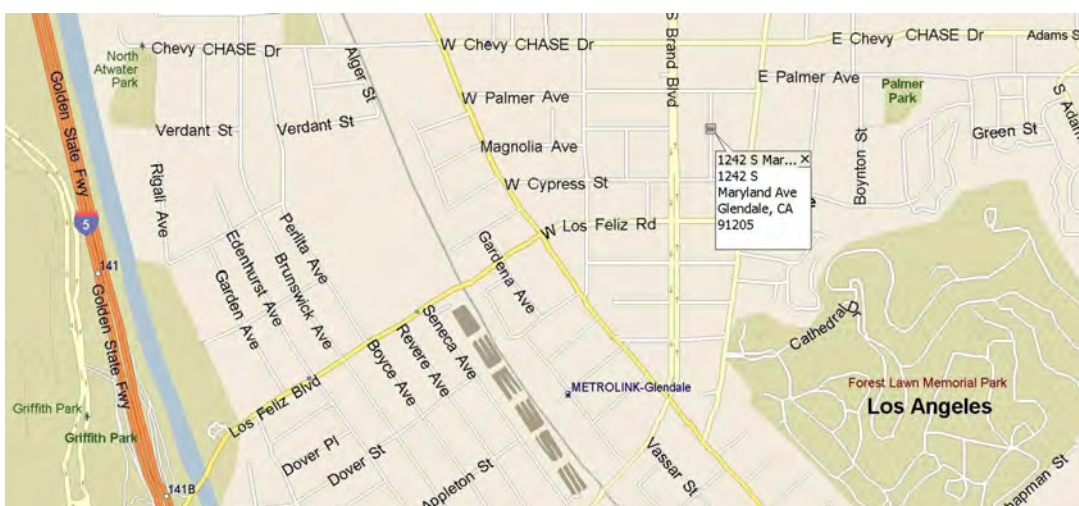
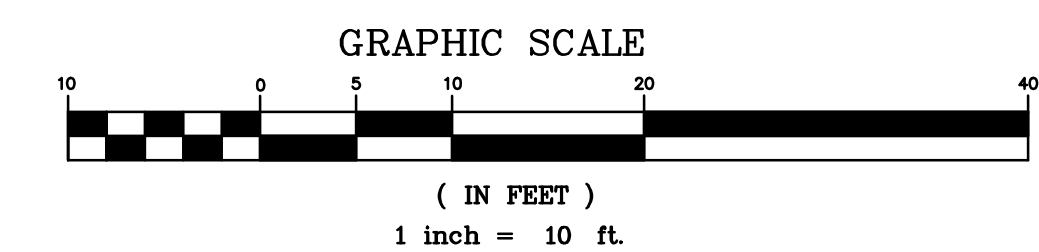
- 1. THIS MAP IS NOT A BOUNDARY SURVEY. NO PROPERTY CORNERS HAVE BEEN SET AS PART OF THIS WORK.
2. SURVEY MONUMENTS FOUND IN THE COURSE OF THIS MAPPING HAVE BEEN SET BY OTHERS, AND USED ONLY AS REFERENCE FOR PURPOSES OF TOPOGRAPHIC MAPPING, WITHOUT THE VERIFICATION OF ITS AGREEMENT WITH APPLICABLE LEGAL DESCRIPTIONS AND SENIORITY OF DEEDS.
3. RELATION OF TOPOGRAPHIC FEATURES (FENCES, WALLS, TREES, POWER POLES, ETC.) TO PROPERTY LINES SHOWN ON THIS MAP IS SUBJECT TO THE ADJUSTMENTS TO ANY BOUNDARY SURVEY THAT IS TO BE DONE ON THE PROPERTY.
4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. EASEMENTS, IF ANY, ARE NOT SHOWN.

SYMBOLS:

- GP GATE POST, SIGN POST, PALM TREE, TREE, POWER POLE, WATER METER

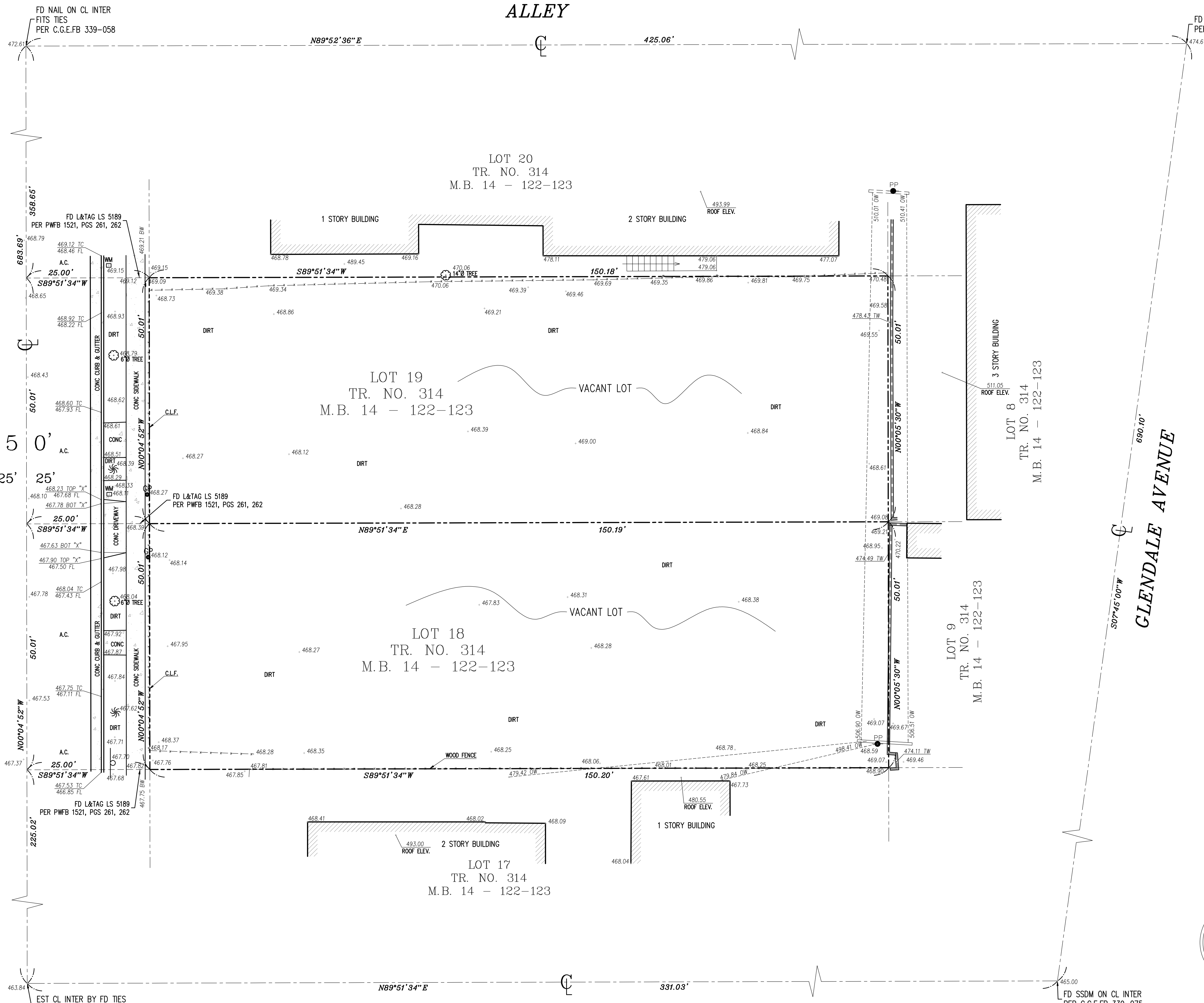
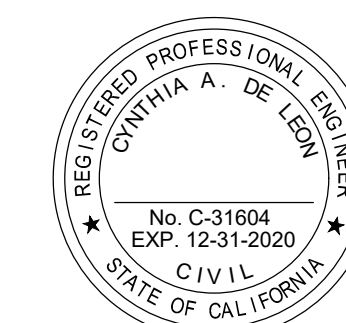
LEGEND:

- APN - ASSESSOR'S PARCEL NUMBER, A.C. - ASPHALT CONCRETE, BM - BENCHMARK, BW - BACK OF WALK, BLDG - BUILDING, C/CL - CENTERLINE, CL.F. - CHAIN LINK FENCE, CONC. - CONCRETE, EST - ESTABLISH, FB - FIELD BOOK, FOUND - FOUND, FIN - FINISH FLOOR ELEV., FL - FLOWLINE ELEV., INTER - INTERSECTION, LS - LAND SURVEYOR, L&T - LEAD & TACK, M.B. - MAP BOOK, PG - PAGE, R/PL - PROPERTY LINE, PROD - PRODUCED (PROLONGED), PWF/B - PUBLIC WORKS FIELD BOOK, S.S.M. - STANDARD SURVEY DISC MONUMENT, SPK/W - SPIKE & WASHER, TC - TOP OF CURB ELEV., TR - TRACT MAP, TW - TOP OF WALL ELEV., PROPERTY LINE, CENTERLINE, WALL LINE, BUILDING LINE, FENCE LINE, OVERHEAD WIRE



M&G CIVIL ENGINEERING AND LAND SURVEYING

Table with project details: TITLE: TOPOGRAPHIC SURVEY, CLIENT: ZOHRABIAN ARCHITECTS AND BUILDERS, INC., SCALE: 1" = 10', DATE: 10/07/2020, SHEET 1 OF 1 SHEET



CYPRESS STREET

GLENDALE AVENUE

Density Bonus Housing Plan

**1242-1246 S Maryland Ave.
Glendale, CA. 91205**

02/21/2023

Applicant: Hamlet Zohrabians
3467 Ocean View Blvd. Ste. B
Glendale, CA. 91208

Owner: Hovsep Kazazian
3132 Emerald Isle Dr.
Glendale, CA. 91206

Principle Architect: Hamlet Zohrabians AIA
Zohrabians Architects & Builders Inc.
3467 Ocean View Blvd. Ste. B
Glendale, CA. 91208
(818)236-3619

City of Glendale
Community Development Department
Housing Division
141 North Glendale Ave., Room 202
Glendale, CA. 91206

The applicant is seeking approval of incentives and concessions pursuant to Government Code 65915 and GMC Section 30.36-Density Bonus Incentives of the Glendale Municipal Code. The requested incentives and concessions are essential for this proposed project to reduce costs to the developer and to provide affordable rents.

The code allows for incentives, waivers and/or modification for projects that provide residential rental units designated for very low-income households. This project is proposing to provide 15% of the maximum permitted units and qualifies for three incentives.

Number of Dwelling Units Proposed:

The proposed project is a new three-story, twelve (12) multi-family rental apartment units (including two very low-income households). All twelve apartment units will have three-bedrooms with two and a half baths. Parking is provided within semi-subterranean garage, totaling twenty-six (26) parking spaces while eighteen (18) spaces are required.

Maximum Number of Units Permitted per Zoning Code:

This proposed project consists of two lots at 1242-1246 S Maryland Ave. Glendale, CA. 91205, APN 5640-015-043 and APN 5640-015-044, in the R-2250 (Medium Density Residential) zone. Pursuant to GMC Section 30.11.030, Table 30.11-B, one (1) dwelling unit for each 2,250 sq. ft. of lot area. On lots having a width of 90 feet or greater, there shall be not more than 1 dwelling unit for each 1,800 sq. ft. of lot area.

Based on the size of the project site, fifteen thousand (15,000) square feet, a total of eight (8.33) units would be allowed if density Bonus is not requested.

Number of Affordable Units meeting Density Bonus Requirement:

The project applicant is proposing to provide two affordable residential dwelling units, which is fifteen (15) percent (very-low affordable level) of the maximum number of units permitted per the Zoning Code (When rounded up per GMC Section 30.36.050.C).

Amount of Density Bonus Requested:

A fifteen (15) percent very-low affordable residential dwelling unit project allows the project applicant to request a maximum of fifty (50) percent bonus density units. Additional five (5) units above what the Zoning Code allows (maximum nine (9) units when rounded up) (30.36.050-C); and three (3) Incentives per (Table 30.36-B)

The total number of units in this project will be 12, including two (2) very-low affordable units, which are as follows:

- 1st Floor - Unit 102, 3 Bedrooms, 1316 square feet
- 2nd Floor - Unit 203, 3 Bedrooms, 1377 square feet

The City Council adopted a city-wide Inclusionary Housing Ordinance that requires all new residential buildings without a building permit issued to provide 15% of the units as affordable. At a base of 8 units, this project would be required to provide two (2) affordable units.

The three requested incentives are:

1. Increase in Floor Area Ratio (FAR):

Pursuant to GMC Section 30.11.020 Table 30.11 B, the maximum allowed FAR is 0.85.

As proposed, the project applicant is requesting to increase FAR to 1.179
The requested concession would allow larger size units.

2. Increased building height

Pursuant to GMC Section 30.11.020 Table 30.11 B, the maximum allowed building height is three stories, 36 ft. plus additional 5 ft. for any roofed area having a minimum pitch of three (3) feet in twelve (12) feet.

As proposed, the project still includes three stories. However, since it proposes a flat roof, an increased building height is necessary to provide proper ceiling heights. Therefore, the project is proposing a building height of 40 ft.

3. Reduced Common Outdoor Open Space

Pursuant to GMC Section 30.11.050.C, a minimum common outdoor space of two hundred (200) square feet shall be provided per dwelling unit for the first twenty-five (25) dwelling units on a lot.

As proposed, the project applicant is requesting to reduce Common Outdoor Open Space requirement.

The requested concessions would allow for larger-sized units to attract longer-term tenants to this project, minimizing the turnover, and to distinguish this project from the large number of smaller market rate units within the City. The larger-sized units would ensure the viability of the project by providing a greater variety of available rental units and reducing the cost of providing affordable units to the developer and operator.

Existing Development / Demolition of Existing Buildings

Both properties are vacant and there are no existing structures to be demolished.

Hamlet Zohrabians
Applicant

Signature



Hovsep Kazazian
Owner

Signature



**Class 32 Categorical Exemption Findings
1242 and 1246 S. Maryland Avenue, Glendale, CA 91205**

“Class 32 consists of Projects characterized as in-fill development meeting the conditions described in this section. (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a Project site of no more than five acres substantially surrounded by urban uses. (c) The Project site has no value, as habitat for endangered, rare or threatened species. (d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.” (14 Cal. Code Regs. § 15332) (“CEQA Guidelines”).

Project Description

The Project at 1242 and 1246 S. Maryland Avenue (APNs: 5640-015-043 and -044) is a 12-unit, 3-story residential building located in the City of Glendale. The 1242 and 1246 S. Maryland Avenue is identified as “Project” and comprises the “Project Site”.

The Project Site is zoned R-2250 P (Medium Density Residential Parking Overlay). The General Plan designation for the Project site is Medium Density Residential. The Project site is comprised of 15,000 square-foot two adjoining lots, which are currently vacant.

The Project site is located at the east side of Maryland Avenue and bordered by Brand Boulevard to the west, Glendale Avenue to the east, Chevy Chase Drive to the north, and Los Feliz Boulevard to the south. The Project Site is surrounded by existing urban uses, including commercial buildings, single and multi-family residential buildings. Immediately to the north and south of the Project site are multi-family residential buildings. The Project is immediately adjacent to single- and multi-family residential buildings to east (rear) and commercial buildings to the west (across Maryland Avenue).

The proposed Project will construct a new three-story, 40-foot in height residential building with 12 residential dwelling units, which two of the units will be reserved for very-low income households. The proposed 17,685 square-foot residential building will include 12 three-bedroom units with a proposed Floor Area Ratio (FAR) of 1.8 The proposed Project provides a total of 480 square-foot private open space, 1,843 square-foot common outdoor space, and 1,352 square-foot additional open space.

Twenty-six (26) automobile parking stalls will be provided in a one level subterranean parking garage, including two ADA accessible parking space. The Project is providing the required amount of parking per Glendale Municipal Code (GMC 30.36.090) and California Government Code Section 65915(p). The Project’s main pedestrian and vehicle access will be on Maryland Avenue.

CEQA Review: The proposed Project, located 1242 and 1246 S Maryland Avenue is exempt from CEQA as a Class 32 “In-fill Development Projects” exemption, pursuant to CEQA Guidelines (14 Cal. Code Regs. § 15332).

CCR § 15332. In-fill Development Projects Exemption: Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- a. The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The Land Use Element of the Glendale General Plan includes a goal to “Support the creation of higher density residential development and alternative forms of medium and high-density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities and economic feasibility.” (Glendale General Plan Land Use Element, page 7.) The Project is consistent with and helps achieve this goal by developing the unutilized Project Site and building a new building, which will yield a total of 12 dwelling units in a medium density development area with proximate access to public transportation to access neighborhood services on a daily basis. Moreover, the Project will advance the goals and policies of the General Plan, Housing Element (2021-2029), including, but not limited to, Chapter 2, Goal 1 (“A City with a Wide Range of Housing Types to Meet the Needs of Current and Future Residents), Chapter 2, Goal 3 (“A City with Housing Services that Address Groups with Special Housing Needs) and Policies 3.1 and 3.2 (“Encourage both the private and public sectors to produce or assist in the production of housing for special needs groups such as: the handicapped, the elderly, large families, single parent households, and formerly homeless.”) and (“Promote the development of extremely low, very low, low and moderate income housing by allowing developers density bonuses or other financial incentives for providing units for low and moderate income residents. The unit mix and location of affordable housing units in density bonus Projects must be approved by the City and included in an affordable housing agreement.”).

The proposed 12-unit affordable housing residential Project will be consistent with the various elements and objectives of the General Plan. The Land Use Element of the General Plan designates the Project Site as Medium Density Residential, and the Project is consistent with its land use designation. In the 1996 Recreation Element, the project site is located in Recreation Planning Area No. 8. This 576-acre area is characterized by lower to moderate income households which includes a mixture of single family and multiple family housing. A portion of this area is comprised of hillside development and is characterized by higher income households. A population of 13,673 have access to Palmer Park, a 2.8 acre facility. The area has a ratio of 0.2 acres of park land per 1,000 residents. Much of the area is adjacent to Forest Lawn Cemetery, which provides valuable open space but no active recreational facilities. The

project provides on-site common outdoor space for the residents and a private patio(s) and/or a balcony(s) per unit in compliance with zoning code.

Per General Plan, Noise Element, the Project Site is located in an area where the ambient noise contour is between 60-65 CNEL, as shown on the map of the 2030 Noise Contours, Exhibit 2 of the City's Noise Element. Noise levels of 65 CNEL and below are "Normally Acceptable" for residential multi-family Projects as recommended in the Noise Element of the General Plan. The Project Site has not been slated for open space or recreation and will operate within compliance with the Noise Element thresholds.

All other elements of the General Plan will not be impacted as a result of the Project. The Circulation Element identifies Maryland Avenue as Local Street. These streets are fully developed and can adequately handle the traffic circulation around the site. Vehicular access to the site will be from a driveway entrance along Maryland Avenue.

The Project also complies with all policies and all applicable zoning designations and regulations, as discussed below:

The Project Site is located in the R-2250 P (Medium Density Residential Parking Overlay) zone. In accordance with GMC 30.11.020, the maximum density allowed on a lot where the width is greater than 90 feet is one dwelling unit for every 1,800 square-feet of lot area. The subject site is 15,000 square feet in size, with a lot width of 100 feet, allowing for a maximum base density for 9 units, consistent with state and local density bonus provisions ($15,000 / 1,800 = 8.33$ rounded up). Applicant is entitled to a fifty percent (50%) density bonus by providing low-income units. With a fifty percent (50%) density bonus, the Project is permitted fourteen (14) units ($9 \times 1.50 = 13.5$ (rounded up to 14)). However, the applicant has requested a lesser density bonus of thirty-three percent (33%) by providing 12 residential units with and two (2) units will be designated to very low-income households. The request complies with State Density Bonus Law.

The R-2250 zone requires street front setbacks of 20 feet minimum and an average of 23 feet for any garage or first residential floor and not less than 23 feet and an average of 26 feet for the second and third residential floors. The R-2250 zone requires interior setbacks to be 5 feet minimum and 8 feet average for the first floor, 8 feet minimum and 11 feet average for the second floor, and 11 feet minimum and 14 feet average for the third floor. As proposed, the Project is consistent with the GMC setback regulations.

The R-2050 zone requires studio and two-bedroom units to be at least 800 square feet and a three-bedroom unit to be at least 1,000 square feet (GMC § 30.11.050). The Project would include 12 three-bedroom units with a minimum square footage of 1,316 square feet. Thus, the Project would be consistent with the GMC unit size regulations.

The R-2250 zone requires a minimum of 40 square feet of private open space for each dwelling unit and a total 2,400 square feet of outdoor common open space (GMC § 30.11.050.). The Project includes 40 square feet of private open space for each dwelling

unit and will provide at minimum 1,843 square feet of outdoor common open space. The Project complies with GMC private open space requirements. However, the Project requests to use a density bonus incentive to reduce the provided outdoor common open space by 557 square feet. Thus, with the use of the density bonus incentive (concession), the Project would be permitted the reduction in the required outdoor common open space. Additional open space of 1,352 square feet is provided as required by zoning code (GMC § 30.31.020 A7.).

The GMC allows for a maximum of 50 percent lot coverage (7,500 square feet). The Project proposes 42.7% lot coverage (6,407 square feet). Thus, the Project would be consistent with the GMC for lot coverage requirement.

As proposed, the Project features Floor Area Ratio (FAR) of 1.179 (17,685 square feet), exceeding the maximum allowable FAR by 0.33 (4,935 square feet) through the use of a density bonus incentive. Thus with the use of the density bonus incentive (concession), the Project would be permitted the additional and necessary FAR.

The GMC requires a minimum Permanently Landscape Open Space requirement of 25% of lot area. The Project proposes for approximately 32% of site to be permanently landscaped. Thus, the Project would comply with the GMC Permanently Landscape Open Space requirements.

The R-2250 zone requires a height limit of three stories or 36 feet. The Project proposes a height limit of 40 feet (three stories) through the use of a density bonus incentive. Thus with the use of the density bonus incentive (concession), the Project would be permitted for the additional four (4) feet in height.

The Project qualifies for parking concessions in accordance with GMC §30.36.090 and California Government Code Section 65915(p) and based on the number of units and bedrooms provided, the Parking Concession requires the Project to provide a minimum of 18 parking spaces for the proposed 12-unit residential development inclusive of ADA accessible and guest spaces. The Project is providing a total of 26 parking spaces within a one-level subterranean parking garage including two ADA accessible parking spaces. Thus, the Project is consistent with GMC off-street and meets the parking requirements.

The Project is consistent with the General Plan and complies with the applicable zoning designation and regulations and no variances are required.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is entirely within the City of Glendale. The site is 15,000 square feet (0.34 acres), which is less than five acres in size. The Project Site is substantially surrounded by urban uses. The Project Site is surrounded by existing urban uses,

including commercial, single- and multi-family residential buildings. Immediately to the north, south, and east of the Project site is multi-family and single-family residential buildings. The Project is immediately adjacent to commercial buildings to west (across Maryland Avenue). As the Public Resources Code (PRC) defines, “qualified urban use” means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. Thus, the Project Site is substantially surrounded by urban uses. (PRC § 21072.)

c. The project site has no value as habitat for endangered, rare or threatened species.

The Project Site includes two adjoining vacant lots. The Project Site is not currently a habitat for endangered, rare, or threatened species, and no documentation exists which identifies the Project Site as such. There are no protected trees on the Project Site. Therefore, the site does not contain or have value as a habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality.

The Project would not result in any significant impacts related to traffic, noise, air quality or water quality:

Traffic

The Project is eligible to screen out of a detailed Vehicle Miles Traveled (VMT) analysis because according to Section 2.1.2.1 of the City’s Transportation Analysis Guidelines, Projects that generate fewer than 145 daily vehicle trips can be presumed to cause a less-than-significant transportation impact and would not require a detailed VMT analysis; which is based on the proposed Project’s total uses without taking a credit for existing uses. Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment was prepared by Linscott, Law & Greenspan, Engineers and was reviewed by staff (attached hereto as Exhibit “B”, dated February 8, 2023). According to the study, the Project’s forecast daily vehicle trips will be 75 daily vehicle trips, which do not exceed the daily vehicle trip threshold of 145 daily vehicle trips established in Section 2.1.2.1 of the City’s TIA Guidelines. Thus, the proposed Project is considered a small Project, which is estimated to generate less than 50 net peak-hour trips and is screened out of VMT analysis. As such, a detailed VMT analysis is not required, and the Project would have a less-than-significant VMT impact.

Additionally, the City’s Traffic Engineer reviewed the proposed Project and commented that the proposed multi-family residential building (12 units) is estimated to generate less than 50 net peak-hour daily trips (Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment, prepared by the applicant (Exhibit B) shows that the Project is expected to generate five (5) vehicle trips during the weekday AM peak hour and six (6) vehicle trips during weekday, PM peak hour). Therefore, a local transportation analysis is not required. However, a Construction Traffic Control Plan will

be required to be submitted to the City's Public Works Department for review and approval prior to Project construction. The plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction. The plan shall also identify contractor information, hours of construction, construction worker parking information, as well as the proposed haul route. Therefore, no significant impacts are anticipated.

Noise

A short-term construction and long-term operational activities associated with the Project would not constitute a significant noise impact. The new Project would be constructed to reduce interior noise to acceptable levels as required by the building code, and the Project is not anticipated to generate noise in excess of limits contained in the Noise Element. Construction associated with the Project will be required to comply with the City of Glendale Noise Ordinance (GMC Chapter 8.36), which prohibits construction activities between the hours of 7:00 PM on one day and 7:00 AM of the next day or from 7:00 PM on Saturday to 7:00 AM on Monday or from 7:00 PM preceding a holiday. Compliance with the City's noise ordinance would ensure that noise impacts will be less than significant.

Air Quality

Staff used the California Emissions Estimator Model (CalEEMod Version 2020.4.0) to estimate air quality impacts during the construction and operation stages of the Project (attached hereto as Exhibit "A", dated January 12, 2023). Results from the model indicate that the proposed Project would not exceed thresholds for construction, area, or operational impacts. No impacts would occur. Based on the model run, construction and operation of the Project would not exceed the SCAQMD thresholds of significance. the Project would comply with local regulatory measures, and that neither construction nor operation of the Project would result in significant air quality or greenhouse gas impacts.

Water Quality

Under Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In the City of Glendale, the Los Angeles Regional Water Quality Control Board (RWCQB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges that include construction activities. Implementation of the proposed Project will require compliance with all of the NPDES requirements including the submittal and certification of plans and details showing both construction and post-construction Best Management Practices (BMPs) that are integrated into the design of the project. The submittal of a Standard Urban Storm Water Mitigation Plan (SUSMP), as approved by the City Engineer, will also be required to be integrated into the design of the Project. Therefore, implementation of the proposed Project is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface

of groundwater quality since the Project will be required to comply with applicable permitting requirements.

Because the proposed infill development is surrounded by urban uses, the proposed construction would not impact water flows or water quality. The Project would comply with the City's Low Impact Development (LID) Guidelines set forth in Chapter 13.43 of the GMC and with applicable state and federal regulations. Such LID standards are designed to minimize the impervious area footprint, prevent pollutants of concern from leaving the development site in stormwater as the result of storms, and minimize hydromodification impacts to natural drainage systems. (GMC § 13.43.040(A).) Compliance with these regulations will ensure that the Project would not result in a significant impact to water quality. Existing utilities would provide water supplies and wastewater treatment services to the subject property.

e. The site can be adequately served by all required utilities and public services.

There will not be a considerable increase in demand for services or utilities due to Project implementation. The Project would be located in an existing urban area with existing buildings in the area that have been adequately served by existing public utilities and services. The new construction on site will be served by existing public utilities and services. These services include water, electricity, solid waste collection and sewer services provided by the City of Glendale. Accordingly, the Project will be adequately served by all required utilities and public services.

**Exceptions to Categorical Exemptions
(CEQA Guidelines Section 15300.2)**

Findings

- a. **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the Project is to be located -a Project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the Project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

Because the Project is relying on Class 32 exemption, this exception does not apply.

- b. **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive Projects of the same type in the same place, over time is significant.**

There is not a succession of known projects of the same type located in the same place as the subject Project. Since this Project qualifies for a Class 32 Categorical Exemption and is subject to Regulatory Compliance Measures, no cumulative impacts are anticipated. Further, the proposed apartment building with 12 dwelling units does not exceed the thresholds identified for impacts to the area (including noise, traffic, and air quality) and will not result in significant cumulative impacts.

- c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The Project proposes a multi-family residential building in an area zoned and designated for such use. Other similarly situated sites could be developed in the same manner and there is nothing unusual about the Project Site. Immediately adjacent lots are developed with single- and multi-family residences. The properties across Maryland Avenue are developed with commercial and multi-family buildings. No unusual circumstances are present or foreseeable.

- d. Scenic Highways. A categorical exemption shall not be used for a Project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.**

The Project Site is located in an urban environment, and is bordered Brand Boulevard to the west, Glendale Avenue to the east, Chevy Chase Drive to the north, and Los Feliz Boulevard to the south. The Project Site is surrounded by existing urban uses, including commercial buildings, single and multi-family residential buildings. Immediately to the north and south of the Project site are multi-family residential buildings. The Project is immediately adjacent to single- and multi-family residential buildings to east (rear) and commercial buildings to the west (across Maryland Avenue). According to information on the California Department of Transportation's State Scenic Highway Program, there are no state scenic highways in the vicinity of the Project Site.

- e. Hazardous Waste Sites. A categorical exemption shall not be used for a Project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The Project Site is not within a designated hazardous site. The Project Site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List-Site Cleanup (Cortese List), nor is it listed on the EnvironStor database. Further, the Project Site is not on the following lists maintained by the State Water Board: Leaking Underground Storage Tank Sites, Solid Waste Disposal Sites, or Active Cease and Desist Orders and Cleanup and Abatement Orders. The Project Site is also not identified on the list of hazardous waste facilities subject to corrective action

pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

- f. Historical Resources. A categorical exemption shall not be used for a Project which may cause a substantial adverse change in the significance of a historical resource.**

The Project Site is a vacant land and is therefore not a historic resource under CEQA. The subject site is not listed on the National Register of Historic Places, California Register of Historical Resources, or Glendale Register of Historical Resources, and has not been identified as a historic resource in any survey.

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Annual

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

**1242-1246 S Maryland (12-unit MFR)
South Coast AQMD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	12.00	Dwelling Unit	0.33	14,000.00	34
Enclosed Parking with Elevator	10.98	1000sqft	0.01	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2025
Utility Company	Glendale Water and Power				
CO2 Intensity (lb/MW hr)	948.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construct 12 unit residential building with a 10,980 SF subterranean garage on a vacant 15,000 SF lot. Grading and prep includes 5,056 CY of export.

Land Use - 12 new dwelling units on a 15,000 SF vacant parcel (34.8 units to an acre, Apartments Mid Rise, per CalEEMod) which includes a 10,980 SF subterranean parking garage with an elevator.

Construction Phase - Demo: 3 days (Vacant lot, as a result demolition is minimal consisting of removal fences), Site Prep: 6 days, Grading: 24 days, Building Construction: 357 days, Paving: 21 days, Arch Finishes: 3 months.

Grading - Grading consists of 5,056 cubic yards of grading (all export)

Demolition - Site is vacant. Removal of fence/wall materials and miscellaneous items onsite.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	67.00
tblConstructionPhase	NumDays	100.00	357.00
tblConstructionPhase	NumDays	10.00	3.00

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tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	NumDays	5.00	16.00
tblConstructionPhase	NumDays	1.00	6.00
tblConstructionPhase	PhaseEndDate	6/20/2024	10/24/2025
tblConstructionPhase	PhaseEndDate	6/6/2024	7/1/2025
tblConstructionPhase	PhaseEndDate	1/15/2024	1/5/2024
tblConstructionPhase	PhaseEndDate	1/18/2024	2/16/2024
tblConstructionPhase	PhaseEndDate	6/13/2024	7/23/2025
tblConstructionPhase	PhaseEndDate	1/16/2024	1/15/2024
tblConstructionPhase	PhaseStartDate	6/14/2024	7/24/2025
tblConstructionPhase	PhaseStartDate	1/19/2024	2/17/2024
tblConstructionPhase	PhaseStartDate	1/17/2024	1/16/2024
tblConstructionPhase	PhaseStartDate	6/7/2024	7/2/2025
tblConstructionPhase	PhaseStartDate	1/16/2024	1/6/2024
tblGrading	AcresOfGrading	18.00	1.50
tblGrading	AcresOfGrading	3.00	0.50
tblGrading	MaterialExported	0.00	5,056.00
tblLandUse	LandUseSquareFeet	12,000.00	14,000.00
tblLandUse	LandUseSquareFeet	10,980.00	1,000.00
tblLandUse	LotAcreage	0.32	0.33
tblLandUse	LotAcreage	0.25	0.01

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0854	0.8697	0.9428	1.8200e-003	0.0744	0.0383	0.1127	0.0350	0.0353	0.0703	0.0000	162.6524	162.6524	0.0441	3.3500e-003	164.7537
2025	0.0922	0.4381	0.5971	1.0100e-003	9.1400e-003	0.0192	0.0284	2.4400e-003	0.0178	0.0203	0.0000	88.7947	88.7947	0.0239	3.2000e-004	89.4868
Maximum	0.0922	0.8697	0.9428	1.8200e-003	0.0744	0.0383	0.1127	0.0350	0.0353	0.0703	0.0000	162.6524	162.6524	0.0441	3.3500e-003	164.7537

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0854	0.8697	0.9428	1.8200e-003	0.0744	0.0383	0.1127	0.0350	0.0353	0.0703	0.0000	162.6522	162.6522	0.0441	3.3500e-003	164.7535
2025	0.0922	0.4381	0.5971	1.0100e-003	9.1400e-003	0.0192	0.0284	2.4400e-003	0.0178	0.0203	0.0000	88.7946	88.7946	0.0239	3.2000e-004	89.4867
Maximum	0.0922	0.8697	0.9428	1.8200e-003	0.0744	0.0383	0.1127	0.0350	0.0353	0.0703	0.0000	162.6522	162.6522	0.0441	3.3500e-003	164.7535

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2024	4-1-2024	0.2985	0.2985
2	4-2-2024	7-1-2024	0.2161	0.2161
3	7-2-2024	10-1-2024	0.2185	0.2185
4	10-2-2024	1-1-2025	0.2185	0.2185
5	1-2-2025	4-1-2025	0.1966	0.1966
6	4-2-2025	7-1-2025	0.1986	0.1986
7	7-2-2025	9-30-2025	0.1087	0.1087
		Highest	0.2985	0.2985

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0121	0.0121		0.0121	0.0121	1.2746	2.6518	3.9265	4.0000e-003	9.0000e-005	4.0521
Energy	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	29.1198	29.1198	9.1000e-004	2.2000e-004	29.2079
Mobile	0.0307	0.0369	0.3174	7.2000e-004	0.0798	5.3000e-004	0.0804	0.0213	4.9000e-004	0.0218	0.0000	66.8932	66.8932	4.2900e-003	2.9500e-003	67.8797
Waste						0.0000	0.0000		0.0000	0.0000	1.1205	0.0000	1.1205	0.0662	0.0000	2.7760
Water						0.0000	0.0000		0.0000	0.0000	0.2480	6.7394	6.9874	0.0257	6.3000e-004	7.8179
Total	0.1295	0.0473	0.5199	9.6000e-004	0.0798	0.0132	0.0930	0.0213	0.0131	0.0344	2.6432	105.4042	108.0473	0.1011	3.8900e-003	111.7338

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0121	0.0121		0.0121	0.0121	1.2746	2.6518	3.9265	4.0000e-003	9.0000e-005	4.0521
Energy	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	29.1198	29.1198	9.1000e-004	2.2000e-004	29.2079
Mobile	0.0307	0.0369	0.3174	7.2000e-004	0.0798	5.3000e-004	0.0804	0.0213	4.9000e-004	0.0218	0.0000	66.8932	66.8932	4.2900e-003	2.9500e-003	67.8797
Waste						0.0000	0.0000		0.0000	0.0000	1.1205	0.0000	1.1205	0.0662	0.0000	2.7760
Water						0.0000	0.0000		0.0000	0.0000	0.2480	6.7394	6.9874	0.0257	6.3000e-004	7.8179
Total	0.1295	0.0473	0.5199	9.6000e-004	0.0798	0.0132	0.0930	0.0213	0.0131	0.0344	2.6432	105.4042	108.0473	0.1011	3.8900e-003	111.7338

	ROG	NOx	CO	SO2	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	1/2/2024	1/5/2024	5	3	
2	Site Preparation	Site Preparation	1/6/2024	1/15/2024	5	6	
3	Grading	Grading	1/16/2024	2/16/2024	5	24	

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4	Building Construction	Building Construction	2/17/2024	7/1/2025	5	357
5	Paving	Paving	7/2/2025	7/23/2025	5	16
6	Architectural Coating	Architectural Coating	7/24/2025	10/24/2025	5	67

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.01

Residential Indoor: 28,350; Residential Outdoor: 9,450; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 60 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2300e-003	0.0110	0.0148	2.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.0841	2.0841	3.8000e-004	0.0000	2.0936
Total	1.2300e-003	0.0110	0.0148	2.0000e-005	1.0000e-005	5.0000e-004	5.1000e-004	0.0000	4.8000e-004	4.8000e-004	0.0000	2.0841	2.0841	3.8000e-004	0.0000	2.0936

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3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	6.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1667	0.1667	0.0000	0.0000	0.1680
Total	6.0000e-005	4.0000e-005	6.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1667	0.1667	0.0000	0.0000	0.1680

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2300e-003	0.0110	0.0148	2.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.0841	2.0841	3.8000e-004	0.0000	2.0936
Total	1.2300e-003	0.0110	0.0148	2.0000e-005	1.0000e-005	5.0000e-004	5.1000e-004	0.0000	4.8000e-004	4.8000e-004	0.0000	2.0841	2.0841	3.8000e-004	0.0000	2.0936

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3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	6.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1667	0.1667	0.0000	0.0000	0.1680
Total	6.0000e-005	4.0000e-005	6.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1667	0.1667	0.0000	0.0000	0.1680

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-003	0.0168	0.0117	3.0000e-005		6.0000e-004	6.0000e-004		5.6000e-004	5.6000e-004	0.0000	2.5645	2.5645	8.3000e-004	0.0000	2.5852
Total	1.5000e-003	0.0168	0.0117	3.0000e-005	2.7000e-004	6.0000e-004	8.7000e-004	3.0000e-005	5.6000e-004	5.9000e-004	0.0000	2.5645	2.5645	8.3000e-004	0.0000	2.5852

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

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1250	0.1250	0.0000	0.0000	0.1260
Total	4.0000e-005	3.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1250	0.1250	0.0000	0.0000	0.1260

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-003	0.0168	0.0117	3.0000e-005		6.0000e-004	6.0000e-004		5.6000e-004	5.6000e-004	0.0000	2.5645	2.5645	8.3000e-004	0.0000	2.5852
Total	1.5000e-003	0.0168	0.0117	3.0000e-005	2.7000e-004	6.0000e-004	8.7000e-004	3.0000e-005	5.6000e-004	5.9000e-004	0.0000	2.5645	2.5645	8.3000e-004	0.0000	2.5852

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3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1250	0.1250	0.0000	0.0000	0.1260
Total	4.0000e-005	3.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1250	0.1250	0.0000	0.0000	0.1260

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0553	0.0000	0.0553	0.0299	0.0000	0.0299	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0110	0.1168	0.0666	1.7000e-004		4.8000e-003	4.8000e-003		4.4200e-003	4.4200e-003	0.0000	14.8560	14.8560	4.8000e-003	0.0000	14.9761
Total	0.0110	0.1168	0.0666	1.7000e-004	0.0553	4.8000e-003	0.0601	0.0299	4.4200e-003	0.0343	0.0000	14.8560	14.8560	4.8000e-003	0.0000	14.9761

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3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.6000e-004	0.0403	0.0109	1.8000e-004	5.4400e-003	2.9000e-004	5.7300e-003	1.4900e-003	2.8000e-004	1.7700e-003	0.0000	17.7755	17.7755	1.0000e-003	2.8200e-003	18.6425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.9200e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8002	0.8002	2.0000e-005	2.0000e-005	0.8065
Total	9.4000e-004	0.0405	0.0139	1.9000e-004	6.4900e-003	3.0000e-004	6.7900e-003	1.7700e-003	2.9000e-004	2.0600e-003	0.0000	18.5757	18.5757	1.0200e-003	2.8400e-003	19.4490

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0553	0.0000	0.0553	0.0299	0.0000	0.0299	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0110	0.1168	0.0666	1.7000e-004		4.8000e-003	4.8000e-003		4.4200e-003	4.4200e-003	0.0000	14.8560	14.8560	4.8000e-003	0.0000	14.9761
Total	0.0110	0.1168	0.0666	1.7000e-004	0.0553	4.8000e-003	0.0601	0.0299	4.4200e-003	0.0343	0.0000	14.8560	14.8560	4.8000e-003	0.0000	14.9761

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3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.6000e-004	0.0403	0.0109	1.8000e-004	5.4400e-003	2.9000e-004	5.7300e-003	1.4900e-003	2.8000e-004	1.7700e-003	0.0000	17.7755	17.7755	1.0000e-003	2.8200e-003	18.6425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.9200e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8002	0.8002	2.0000e-005	2.0000e-005	0.8065
Total	9.4000e-004	0.0405	0.0139	1.9000e-004	6.4900e-003	3.0000e-004	6.7900e-003	1.7700e-003	2.9000e-004	2.0600e-003	0.0000	18.5757	18.5757	1.0200e-003	2.8400e-003	19.4490

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0675	0.6780	0.8022	1.3000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	113.7751	113.7751	0.0368	0.0000	114.6951
Total	0.0675	0.6780	0.8022	1.3000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	113.7751	113.7751	0.0368	0.0000	114.6951

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.3400e-003	1.6200e-003	2.0000e-005	7.2000e-004	2.0000e-005	7.4000e-004	2.1000e-004	2.0000e-005	2.3000e-004	0.0000	1.9909	1.9909	7.0000e-005	2.9000e-004	2.0787
Worker	2.9800e-003	2.1900e-003	0.0311	9.0000e-005	0.0112	6.0000e-005	0.0113	2.9800e-003	6.0000e-005	3.0300e-003	0.0000	8.5143	8.5143	2.0000e-004	2.1000e-004	8.5820
Total	3.1000e-003	6.5300e-003	0.0327	1.1000e-004	0.0119	8.0000e-005	0.0120	3.1900e-003	8.0000e-005	3.2600e-003	0.0000	10.5052	10.5052	2.7000e-004	5.0000e-004	10.6607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0675	0.6780	0.8022	1.3000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	113.7750	113.7750	0.0368	0.0000	114.6949
Total	0.0675	0.6780	0.8022	1.3000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	113.7750	113.7750	0.0368	0.0000	114.6949

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.3400e-003	1.6200e-003	2.0000e-005	7.2000e-004	2.0000e-005	7.4000e-004	2.1000e-004	2.0000e-005	2.3000e-004	0.0000	1.9909	1.9909	7.0000e-005	2.9000e-004	2.0787
Worker	2.9800e-003	2.1900e-003	0.0311	9.0000e-005	0.0112	6.0000e-005	0.0113	2.9800e-003	6.0000e-005	3.0300e-003	0.0000	8.5143	8.5143	2.0000e-004	2.1000e-004	8.5820
Total	3.1000e-003	6.5300e-003	0.0327	1.1000e-004	0.0119	8.0000e-005	0.0120	3.1900e-003	8.0000e-005	3.2600e-003	0.0000	10.5052	10.5052	2.7000e-004	5.0000e-004	10.6607

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0358	0.3563	0.4568	7.4000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	65.1922	65.1922	0.0211	0.0000	65.7193
Total	0.0358	0.3563	0.4568	7.4000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	65.1922	65.1922	0.0211	0.0000	65.7193

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3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.4800e-003	9.1000e-004	1.0000e-005	4.1000e-004	1.0000e-005	4.2000e-004	1.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.1194	1.1194	4.0000e-005	1.6000e-004	1.1689
Worker	1.6000e-003	1.1200e-003	0.0166	5.0000e-005	6.4200e-003	3.0000e-005	6.4500e-003	1.7000e-003	3.0000e-005	1.7400e-003	0.0000	4.7101	4.7101	1.1000e-004	1.1000e-004	4.7462
Total	1.6700e-003	3.6000e-003	0.0175	6.0000e-005	6.8300e-003	4.0000e-005	6.8700e-003	1.8200e-003	4.0000e-005	1.8700e-003	0.0000	5.8295	5.8295	1.5000e-004	2.7000e-004	5.9151

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0358	0.3563	0.4568	7.4000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	65.1921	65.1921	0.0211	0.0000	65.7193
Total	0.0358	0.3563	0.4568	7.4000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	65.1921	65.1921	0.0211	0.0000	65.7193

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3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.4800e-003	9.1000e-004	1.0000e-005	4.1000e-004	1.0000e-005	4.2000e-004	1.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.1194	1.1194	4.0000e-005	1.6000e-004	1.1689
Worker	1.6000e-003	1.1200e-003	0.0166	5.0000e-005	6.4200e-003	3.0000e-005	6.4500e-003	1.7000e-003	3.0000e-005	1.7400e-003	0.0000	4.7101	4.7101	1.1000e-004	1.1000e-004	4.7462
Total	1.6700e-003	3.6000e-003	0.0175	6.0000e-005	6.8300e-003	4.0000e-005	6.8700e-003	1.8200e-003	4.0000e-005	1.8700e-003	0.0000	5.8295	5.8295	1.5000e-004	2.7000e-004	5.9151

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.5100e-003	0.0394	0.0562	9.0000e-005		1.7500e-003	1.7500e-003		1.6400e-003	1.6400e-003	0.0000	7.5207	7.5207	2.1900e-003	0.0000	7.5755
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.5100e-003	0.0394	0.0562	9.0000e-005		1.7500e-003	1.7500e-003		1.6400e-003	1.6400e-003	0.0000	7.5207	7.5207	2.1900e-003	0.0000	7.5755

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3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.8000e-004	4.0800e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1594	1.1594	3.0000e-005	3.0000e-005	1.1683
Total	3.9000e-004	2.8000e-004	4.0800e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1594	1.1594	3.0000e-005	3.0000e-005	1.1683

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.5100e-003	0.0394	0.0562	9.0000e-005		1.7500e-003	1.7500e-003		1.6400e-003	1.6400e-003	0.0000	7.5207	7.5207	2.1900e-003	0.0000	7.5755
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.5100e-003	0.0394	0.0562	9.0000e-005		1.7500e-003	1.7500e-003		1.6400e-003	1.6400e-003	0.0000	7.5207	7.5207	2.1900e-003	0.0000	7.5755

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3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.8000e-004	4.0800e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1594	1.1594	3.0000e-005	3.0000e-005	1.1683
Total	3.9000e-004	2.8000e-004	4.0800e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1594	1.1594	3.0000e-005	3.0000e-005	1.1683

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0439					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7200e-003	0.0384	0.0606	1.0000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	8.5534	8.5534	4.7000e-004	0.0000	8.5651
Total	0.0497	0.0384	0.0606	1.0000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	8.5534	8.5534	4.7000e-004	0.0000	8.5651

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3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.9000e-003	1.0000e-005	7.4000e-004	0.0000	7.4000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.5395	0.5395	1.0000e-005	1.0000e-005	0.5436
Total	1.8000e-004	1.3000e-004	1.9000e-003	1.0000e-005	7.4000e-004	0.0000	7.4000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.5395	0.5395	1.0000e-005	1.0000e-005	0.5436

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0439					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7200e-003	0.0384	0.0606	1.0000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	8.5534	8.5534	4.7000e-004	0.0000	8.5651
Total	0.0497	0.0384	0.0606	1.0000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	8.5534	8.5534	4.7000e-004	0.0000	8.5651

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3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.9000e-003	1.0000e-005	7.4000e-004	0.0000	7.4000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.5395	0.5395	1.0000e-005	1.0000e-005	0.5436
Total	1.8000e-004	1.3000e-004	1.9000e-003	1.0000e-005	7.4000e-004	0.0000	7.4000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.5395	0.5395	1.0000e-005	1.0000e-005	0.5436

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0307	0.0369	0.3174	7.2000e-004	0.0798	5.3000e-004	0.0804	0.0213	4.9000e-004	0.0218	0.0000	66.8932	66.8932	4.2900e-003	2.9500e-003	67.8797
Unmitigated	0.0307	0.0369	0.3174	7.2000e-004	0.0798	5.3000e-004	0.0804	0.0213	4.9000e-004	0.0218	0.0000	66.8932	66.8932	4.2900e-003	2.9500e-003	67.8797

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	65.28	58.92	49.08	212,059	212,059
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	65.28	58.92	49.08	212,059	212,059

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
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking with Elevator	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

5.0 Energy Detail

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

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2311	22.2311	7.7000e-004	9.0000e-005	22.2783
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2311	22.2311	7.7000e-004	9.0000e-005	22.2783
NaturalGas Mitigated	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296
NaturalGas Unmitigated	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	129089	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	129089	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8887	6.8887	1.3000e-004	1.3000e-004	6.9296

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	46206.1	19.8894	6.9000e-004	8.0000e-005	19.9317
Enclosed Parking with Elevator	5440	2.3417	8.0000e-005	1.0000e-005	2.3466
Total		22.2311	7.7000e-004	9.0000e-005	22.2783

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	46206.1	19.8894	6.9000e-004	8.0000e-005	19.9317
Enclosed Parking with Elevator	5440	2.3417	8.0000e-005	1.0000e-005	2.3466
Total		22.2311	7.7000e-004	9.0000e-005	22.2783

6.0 Area Detail

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

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0121	0.0121		0.0121	0.0121	1.2746	2.6518	3.9265	4.0000e-003	9.0000e-005	4.0521
Unmitigated	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0121	0.0121		0.0121	0.0121	1.2746	2.6518	3.9265	4.0000e-003	9.0000e-005	4.0521

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Annual

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0507					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0393	3.1100e-003	0.0763	1.9000e-004		0.0115	0.0115		0.0115	0.0115	1.2746	2.4494	3.7240	3.8000e-003	9.0000e-005	3.8448
Landscaping	3.7200e-003	1.4300e-003	0.1238	1.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	0.2024	0.2024	1.9000e-004	0.0000	0.2073
Total	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0122	0.0122		0.0122	0.0122	1.2746	2.6518	3.9265	3.9900e-003	9.0000e-005	4.0521

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0507					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0393	3.1100e-003	0.0763	1.9000e-004		0.0115	0.0115		0.0115	0.0115	1.2746	2.4494	3.7240	3.8000e-003	9.0000e-005	3.8448
Landscaping	3.7200e-003	1.4300e-003	0.1238	1.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	0.2024	0.2024	1.9000e-004	0.0000	0.2073
Total	0.0981	4.5400e-003	0.2001	2.0000e-004		0.0122	0.0122		0.0122	0.0122	1.2746	2.6518	3.9265	3.9900e-003	9.0000e-005	4.0521

7.0 Water Detail

7.1 Mitigation Measures Water

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

Category		MT/yr			
		Total CO2	CH4	N2O	CO2e
Mitigated	6.9874	0.0257	6.3000e-004	7.8179	
Unmitigated	6.9874	0.0257	6.3000e-004	7.8179	

7.2 Water by Land Use
Unmitigated

Land Use		Mgal			
		Indoor/Out door Use	Total CO2	CH4	N2O
Apartment Mid Rise	0.781848 / 0.492904	6.9874	0.0257	6.3000e-004	7.8179
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		6.9874	0.0257	6.3000e-004	7.8179

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Annual

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

7.2 Water by Land Use

Mitigated

Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Mgal	MT/yr			
Apartments Mid Rise	0.781848 / 0.492904	6.9874	0.0257	6.3000e-004
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000
Total		6.9874	0.0257	6.3000e-004

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

Total CO2	CH4	N2O	CO2e
MT/yr			
Mitigated	1.1205	0.0662	0.0000
Unmitigated	1.1205	0.0662	0.0000
			2.7760

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

8.2 Waste by Land Use

Unmitigated

Waste Disposed	Total CO2	CH4	N2O	CO2e
tons	MT/yr			
5.52	1.1205	0.0662	0.0000	2.7760
Apartment's Mid Rise				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000
Total	1.1205	0.0662	0.0000	2.7760

Mitigated

Waste Disposed	Total CO2	CH4	N2O	CO2e
tons	MT/yr			
5.52	1.1205	0.0662	0.0000	2.7760
Apartment's Mid Rise				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000
Total	1.1205	0.0662	0.0000	2.7760

9.0 Operational Offroad

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Annual

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

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

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
----------------	--------

11.0 Vegetation

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

**1242-1246 S Maryland (12-unit MFR)
South Coast AQMD Air District, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	12.00	Dwelling Unit	0.33	14,000.00	34
Enclosed Parking with Elevator	10.98	1000sqft	0.01	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2025
Utility Company	Glendale Water and Power				
CO2 Intensity (lb/MWhr)	948.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construct 12 unit residential building with a 10,980 SF subterranean garage on a vacant 15,000 SF lot. Grading and prep includes 5,056 CY of export.

Land Use - 12 new dwelling units on a 15,000 SF vacant parcel (34.8 units to an acre, Apartments Mid Rise, per CalEEMod) which includes a 10,980 SF subterranean parking garage with an elevator.

Construction Phase - Demo: 3 days (Vacant lot, as a result demolition is minimal consisting of removal fences), Site Prep: 6 days, Grading: 24 days, Building Construction: 357 days, Paving: 21 days, Arch Finishes: 3 months.

Grading - Grading consists of 5,056 cubic yards of grading (all export)

Demolition - Site is vacant. Removal of fence/wall materials and miscellaneous items onsite.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	67.00
tblConstructionPhase	NumDays	100.00	357.00
tblConstructionPhase	NumDays	10.00	3.00

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

tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	NumDays	5.00	16.00
tblConstructionPhase	NumDays	1.00	6.00
tblConstructionPhase	PhaseEndDate	6/20/2024	10/24/2025
tblConstructionPhase	PhaseEndDate	6/6/2024	7/1/2025
tblConstructionPhase	PhaseEndDate	1/15/2024	1/5/2024
tblConstructionPhase	PhaseEndDate	1/18/2024	2/16/2024
tblConstructionPhase	PhaseEndDate	6/13/2024	7/23/2025
tblConstructionPhase	PhaseEndDate	1/16/2024	1/15/2024
tblConstructionPhase	PhaseStartDate	6/14/2024	7/24/2025
tblConstructionPhase	PhaseStartDate	1/19/2024	2/17/2024
tblConstructionPhase	PhaseStartDate	1/17/2024	1/16/2024
tblConstructionPhase	PhaseStartDate	6/7/2024	7/2/2025
tblConstructionPhase	PhaseStartDate	1/16/2024	1/6/2024
tblGrading	AcresOfGrading	18.00	1.50
tblGrading	AcresOfGrading	3.00	0.50
tblGrading	MaterialExported	0.00	5,056.00
tblLandUse	LandUseSquareFeet	12,000.00	14,000.00
tblLandUse	LandUseSquareFeet	10,980.00	1,000.00
tblLandUse	LotAcreage	0.32	0.33
tblLandUse	LotAcreage	0.25	0.01

2.0 Emissions Summary

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.9934	12.9318	7.7215	0.0297	5.1567	0.4246	5.5813	2.6434	0.3916	3.0350	0.0000	3,073.5814	3,073.5814	0.5355	0.2610	3,164.7609
2025	1.4881	5.5337	7.5735	0.0129	0.2012	0.2420	0.4209	0.0534	0.2226	0.2589	0.0000	1,208.0529	1,208.0529	0.3600	4.5200e-003	1,218.4009
Maximum	1.4881	12.9318	7.7215	0.0297	5.1567	0.4246	5.5813	2.6434	0.3916	3.0350	0.0000	3,073.5814	3,073.5814	0.5355	0.2610	3,164.7609

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					
2024	0.9934	12.9318	7.7215	0.0297	5.1567	0.4246	5.5813	2.6434	0.3916	3.0350	0.0000	3,073.5814	3,073.5814	0.5355	0.2610	3,164.7609
2025	1.4881	5.5337	7.5735	0.0129	0.2012	0.2420	0.4209	0.0534	0.2226	0.2589	0.0000	1,208.0529	1,208.0529	0.3600	4.5200e-003	1,218.4009
Maximum	1.4881	12.9318	7.7215	0.0297	5.1567	0.4246	5.5813	2.6434	0.3916	3.0350	0.0000	3,073.5814	3,073.5814	0.5355	0.2610	3,164.7609

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Energy	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Mobile	0.1868	0.1958	1.8772	4.3400e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		442.0174	442.0174	0.0267	0.0180	448.0499
Total	3.6665	0.4888	8.9839	0.0202	0.4700	0.9278	1.3979	0.1253	0.9276	1.0529	112.4030	701.4105	813.8135	0.3644	0.0264	830.7897

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	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Energy	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Mobile	0.1868	0.1958	1.8772	4.3400e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		442.0174	442.0174	0.0267	0.0180	448.0499
Total	3.6665	0.4888	8.9839	0.0202	0.4700	0.9278	1.3979	0.1253	0.9276	1.0529	112.4030	701.4105	813.8135	0.3644	0.0264	830.7897

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2024	1/5/2024	5	3	
2	Site Preparation	Site Preparation	1/6/2024	1/15/2024	5	6	
3	Grading	Grading	1/16/2024	2/16/2024	5	24	
4	Building Construction	Building Construction	2/17/2024	7/1/2025	5	357	
5	Paving	Paving	7/2/2025	7/23/2025	5	16	
6	Architectural Coating	Architectural Coating	7/24/2025	10/24/2025	5	67	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.01

Residential Indoor: 28,350; Residential Outdoor: 9,450; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 60 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

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

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	1.0800e-003	0.0000	1.0800e-003			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392		1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	7.1300e-003	0.2504	0.2575	1.0800e-003	0.2392	0.2403		1,148.6874	1,148.6874	0.2080		1,153.8870

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0191	0.3267	9.5000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		96.0663	96.0663	2.1700e-003	2.1000e-003	96.7477
Total	0.0298	0.0191	0.3267	9.5000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		96.0663	96.0663	2.1700e-003	2.1000e-003	96.7477

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	1.0800e-003	0.0000	1.0800e-003			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	7.1300e-003	0.2504	0.2575	1.0800e-003	0.2392	0.2403	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0191	0.3267	9.5000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		96.0663	96.0663	2.1700e-003	2.1000e-003	96.7477
Total	0.0298	0.0191	0.3267	9.5000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		96.0663	96.0663	2.1700e-003	2.1000e-003	96.7477

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0884	0.0000	0.0884	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851		942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.0884	0.2012	0.2896	9.5400e-003	0.1851	0.1947		942.2742	942.2742	0.3048		949.8930

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	9.5700e-003	0.1633	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		48.0332	48.0332	1.0900e-003	1.0500e-003	48.3739
Total	0.0149	9.5700e-003	0.1633	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		48.0332	48.0332	1.0900e-003	1.0500e-003	48.3739

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0884	0.0000	0.0884	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851	0.0000	942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.0884	0.2012	0.2896	9.5400e-003	0.1851	0.1947	0.0000	942.2742	942.2742	0.3048		949.8930

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	9.5700e-003	0.1633	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		48.0332	48.0332	1.0900e-003	1.0500e-003	48.3739
Total	0.0149	9.5700e-003	0.1633	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		48.0332	48.0332	1.0900e-003	1.0500e-003	48.3739

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6067	0.0000	4.6067	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.662 3	1,364.662 3	0.4414		1,375.696 2
Total	0.9132	9.7297	5.5468	0.0141	4.6067	0.4001	5.0068	2.4934	0.3681	2.8615		1,364.662 3	1,364.662 3	0.4414		1,375.696 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0564	3.1867	0.9068	0.0148	0.4606	0.0241	0.4847	0.1263	0.0230	0.1493		1,632.066 1	1,632.066 1	0.0924	0.2594	1,711.666 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0153	0.2614	7.6000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		76.8531	76.8531	1.7400e-003	1.6800e-003	77.3982
Total	0.0802	3.2020	1.1681	0.0156	0.5500	0.0245	0.5746	0.1500	0.0235	0.1734		1,708.919 1	1,708.919 1	0.0941	0.2610	1,789.064 6

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6067	0.0000	4.6067	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681	0.0000	1,364.662 3	1,364.662 3	0.4414		1,375.696 2
Total	0.9132	9.7297	5.5468	0.0141	4.6067	0.4001	5.0068	2.4934	0.3681	2.8615	0.0000	1,364.662 3	1,364.662 3	0.4414		1,375.696 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0564	3.1867	0.9068	0.0148	0.4606	0.0241	0.4847	0.1263	0.0230	0.1493		1,632.066 1	1,632.066 1	0.0924	0.2594	1,711.666 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0153	0.2614	7.6000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		76.8531	76.8531	1.7400e-003	1.6800e-003	77.3982
Total	0.0802	3.2020	1.1681	0.0156	0.5500	0.0245	0.5746	0.1500	0.0235	0.1734		1,708.919 1	1,708.919 1	0.0941	0.2610	1,789.064 6

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0800e-003	0.0365	0.0141	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.3211	19.3211	6.6000e-004	2.8000e-003	20.1723
Worker	0.0268	0.0172	0.2940	8.6000e-004	0.1006	5.4000e-004	0.1011	0.0267	5.0000e-004	0.0272		86.4597	86.4597	1.9600e-003	1.8900e-003	87.0730
Total	0.0279	0.0537	0.3081	1.0400e-003	0.1070	7.5000e-004	0.1078	0.0285	7.0000e-004	0.0292		105.7808	105.7808	2.6200e-003	4.6900e-003	107.2453

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0800e-003	0.0365	0.0141	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.3211	19.3211	6.6000e-004	2.8000e-003	20.1723
Worker	0.0268	0.0172	0.2940	8.6000e-004	0.1006	5.4000e-004	0.1011	0.0267	5.0000e-004	0.0272		86.4597	86.4597	1.9600e-003	1.8900e-003	87.0730
Total	0.0279	0.0537	0.3081	1.0400e-003	0.1070	7.5000e-004	0.1078	0.0285	7.0000e-004	0.0292		105.7808	105.7808	2.6200e-003	4.6900e-003	107.2453

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.571 1	1,105.571 1	0.3576		1,114.510 2
Total	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.571 1	1,105.571 1	0.3576		1,114.510 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0600e-003	0.0363	0.0138	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		18.9689	18.9689	6.6000e-004	2.7500e-003	19.8059
Worker	0.0251	0.0155	0.2739	8.3000e-004	0.1006	5.1000e-004	0.1011	0.0267	4.7000e-004	0.0272		83.5129	83.5129	1.7700e-003	1.7700e-003	84.0848
Total	0.0262	0.0518	0.2877	1.0100e-003	0.1070	7.2000e-004	0.1077	0.0285	6.7000e-004	0.0292		102.4818	102.4818	2.4300e-003	4.5200e-003	103.8907

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.571 1	1,105.571 1	0.3576		1,114.510 2
Total	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.571 1	1,105.571 1	0.3576		1,114.510 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0600e-003	0.0363	0.0138	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		18.9689	18.9689	6.6000e-004	2.7500e-003	19.8059
Worker	0.0251	0.0155	0.2739	8.3000e-004	0.1006	5.1000e-004	0.1011	0.0267	4.7000e-004	0.0272		83.5129	83.5129	1.7700e-003	1.7700e-003	84.0848
Total	0.0262	0.0518	0.2877	1.0100e-003	0.1070	7.2000e-004	0.1077	0.0285	6.7000e-004	0.0292		102.4818	102.4818	2.4300e-003	4.5200e-003	103.8907

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.271 1	1,036.271 1	0.3019		1,043.817 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.271 1	1,036.271 1	0.3019		1,043.817 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0502	0.0310	0.5478	1.6500e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		167.0257	167.0257	3.5300e-003	3.5400e-003	168.1695
Total	0.0502	0.0310	0.5478	1.6500e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		167.0257	167.0257	3.5300e-003	3.5400e-003	168.1695

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.271 1	1,036.271 1	0.3019		1,043.817 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.271 1	1,036.271 1	0.3019		1,043.817 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0502	0.0310	0.5478	1.6500e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		167.0257	167.0257	3.5300e-003	3.5400e-003	168.1695
Total	0.0502	0.0310	0.5478	1.6500e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		167.0257	167.0257	3.5300e-003	3.5400e-003	168.1695

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.3116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	1.4825	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5800e-003	3.4400e-003	0.0609	1.8000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		18.5584	18.5584	3.9000e-004	3.9000e-004	18.6855
Total	5.5800e-003	3.4400e-003	0.0609	1.8000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		18.5584	18.5584	3.9000e-004	3.9000e-004	18.6855

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

3.7 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.3116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	1.4825	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5800e-003	3.4400e-003	0.0609	1.8000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		18.5584	18.5584	3.9000e-004	3.9000e-004	18.6855
Total	5.5800e-003	3.4400e-003	0.0609	1.8000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		18.5584	18.5584	3.9000e-004	3.9000e-004	18.6855

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1868	0.1958	1.8772	4.3400e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		442.0174	442.0174	0.0267	0.0180	448.0499
Unmitigated	0.1868	0.1958	1.8772	4.3400e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		442.0174	442.0174	0.0267	0.0180	448.0499

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	65.28	58.92	49.08	212,059	212,059
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	65.28	58.92	49.08	212,059	212,059

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
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking with Elevator	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day										lb/day					
	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	3.8100e-003	0.0326	0.0139	2.1000e-004	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	41.6080	41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
NaturalGas Unmitigated	3.8100e-003	0.0326	0.0139	2.1000e-004	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	41.6080	41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	353.668	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.353668	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

6.0 Area Detail

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Unmitigated	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0241					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2776					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.1444	0.2490	6.1026	0.0156		0.9167	0.9167		0.9167	0.9167	112.4030	216.0000	328.4030	0.3352	7.6300e-003	339.0567
Landscaping	0.0298	0.0114	0.9902	5.0000e-005		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003		1.7850	1.7850	1.7100e-003		1.8279
Total	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0241					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2776					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.1444	0.2490	6.1026	0.0156		0.9167	0.9167		0.9167	0.9167	112.4030	216.0000	328.4030	0.3352	7.6300e-003	339.0567
Landscaping	0.0298	0.0114	0.9902	5.0000e-005		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003		1.7850	1.7850	1.7100e-003		1.8279
Total	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

7.0 Water Detail

7.1 Mitigation Measures Water

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

1242-1246 S Maryland (12-unit MFR)

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	12.00	Dwelling Unit	0.33	14,000.00	34
Enclosed Parking with Elevator	10.98	1000sqft	0.01	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12	Operational Year		2025	
Utility Company	Glendale Water and Power				
CO2 Intensity (lb/MWhr)	948.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construct 12 unit residential building with a 10,980 SF subterranean garage on a vacant 15,000 SF lot. Grading and prep includes 5,056 CY of export.

Land Use - 12 new dwelling units on a 15,000 SF vacant parcel (34.8 units to an acre, Apartments Mid Rise, per CalEEMod) which includes a 10,980 SF subterranean parking garage with an elevator.

Construction Phase - Demo: 3 days (Vacant lot, as a result demolition is minimal consisting of removal fences), Site Prep: 6 days, Grading: 24 days, Building Construction: 357 days, Paving: 21 days, Arch Finishes: 3 months.

Grading - Grading consists of 5,056 cubic yards of grading (all export)

Demolition - Site is vacant. Removal of fence/wall materials and miscellaneous items onsite.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	67.00
tblConstructionPhase	NumDays	100.00	357.00
tblConstructionPhase	NumDays	10.00	3.00

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	NumDays	5.00	16.00
tblConstructionPhase	NumDays	1.00	6.00
tblConstructionPhase	PhaseEndDate	6/20/2024	10/24/2025
tblConstructionPhase	PhaseEndDate	6/6/2024	7/1/2025
tblConstructionPhase	PhaseEndDate	1/15/2024	1/5/2024
tblConstructionPhase	PhaseEndDate	1/18/2024	2/16/2024
tblConstructionPhase	PhaseEndDate	6/13/2024	7/23/2025
tblConstructionPhase	PhaseEndDate	1/16/2024	1/15/2024
tblConstructionPhase	PhaseStartDate	6/14/2024	7/24/2025
tblConstructionPhase	PhaseStartDate	1/19/2024	2/17/2024
tblConstructionPhase	PhaseStartDate	1/17/2024	1/16/2024
tblConstructionPhase	PhaseStartDate	6/7/2024	7/2/2025
tblConstructionPhase	PhaseStartDate	1/16/2024	1/6/2024
tblGrading	AcresOfGrading	18.00	1.50
tblGrading	AcresOfGrading	3.00	0.50
tblGrading	MaterialExported	0.00	5,056.00
tblLandUse	LandUseSquareFeet	12,000.00	14,000.00
tblLandUse	LandUseSquareFeet	10,980.00	1,000.00
tblLandUse	LotAcreage	0.32	0.33
tblLandUse	LotAcreage	0.25	0.01

2.0 Emissions Summary

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.9910	13.0853	7.6906	0.0297	5.1567	0.4247	5.5814	2.6434	0.3916	3.0350	0.0000	3,070.9824	3,070.9824	0.5353	0.2614	3,162.2769
2025	1.4884	5.5370	7.5220	0.0128	0.2012	0.2420	0.4209	0.0534	0.2226	0.2589	0.0000	1,203.2516	1,203.2516	0.3600	4.6400e-003	1,213.6341
Maximum	1.4884	13.0853	7.6906	0.0297	5.1567	0.4247	5.5814	2.6434	0.3916	3.0350	0.0000	3,070.9824	3,070.9824	0.5353	0.2614	3,162.2769

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					
2024	0.9910	13.0853	7.6906	0.0297	5.1567	0.4247	5.5814	2.6434	0.3916	3.0350	0.0000	3,070.9824	3,070.9824	0.5353	0.2614	3,162.2769
2025	1.4884	5.5370	7.5220	0.0128	0.2012	0.2420	0.4209	0.0534	0.2226	0.2589	0.0000	1,203.2516	1,203.2516	0.3600	4.6400e-003	1,213.6341
Maximum	1.4884	13.0853	7.6906	0.0297	5.1567	0.4247	5.5814	2.6434	0.3916	3.0350	0.0000	3,070.9824	3,070.9824	0.5353	0.2614	3,162.2769

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Energy	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Mobile	0.1801	0.2103	1.8139	4.1300e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		421.6751	421.6751	0.0274	0.0187	427.9311
Total	3.6598	0.5033	8.9206	0.0200	0.4700	0.9278	1.3979	0.1253	0.9276	1.0529	112.4030	681.0682	793.4712	0.3652	0.0271	810.6709

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	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Energy	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Mobile	0.1801	0.2103	1.8139	4.1300e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		421.6751	421.6751	0.0274	0.0187	427.9311
Total	3.6598	0.5033	8.9206	0.0200	0.4700	0.9278	1.3979	0.1253	0.9276	1.0529	112.4030	681.0682	793.4712	0.3652	0.0271	810.6709

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2024	1/5/2024	5	3	
2	Site Preparation	Site Preparation	1/6/2024	1/15/2024	5	6	
3	Grading	Grading	1/16/2024	2/16/2024	5	24	
4	Building Construction	Building Construction	2/17/2024	7/1/2025	5	357	
5	Paving	Paving	7/2/2025	7/23/2025	5	16	
6	Architectural Coating	Architectural Coating	7/24/2025	10/24/2025	5	67	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.01

Residential Indoor: 28,350; Residential Outdoor: 9,450; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 60 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	1.0800e-003	0.0000	1.0800e-003			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392		1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	7.1300e-003	0.2504	0.2575	1.0800e-003	0.2392	0.2403		1,148.6874	1,148.6874	0.2080		1,153.8870

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0316	0.0209	0.2958	9.0000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		90.4952	90.4952	2.2100e-003	2.2300e-003	91.2152
Total	0.0316	0.0209	0.2958	9.0000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		90.4952	90.4952	2.2100e-003	2.2300e-003	91.2152

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	1.0800e-003	0.0000	1.0800e-003			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	7.1300e-003	0.2504	0.2575	1.0800e-003	0.2392	0.2403	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0316	0.0209	0.2958	9.0000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		90.4952	90.4952	2.2100e-003	2.2300e-003	91.2152
Total	0.0316	0.0209	0.2958	9.0000e-004	0.1118	6.0000e-004	0.1124	0.0296	5.5000e-004	0.0302		90.4952	90.4952	2.2100e-003	2.2300e-003	91.2152

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0884	0.0000	0.0884	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851		942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.0884	0.2012	0.2896	9.5400e-003	0.1851	0.1947		942.2742	942.2742	0.3048		949.8930

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0158	0.0105	0.1479	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		45.2476	45.2476	1.1000e-003	1.1200e-003	45.6076
Total	0.0158	0.0105	0.1479	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		45.2476	45.2476	1.1000e-003	1.1200e-003	45.6076

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0884	0.0000	0.0884	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851	0.0000	942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.0884	0.2012	0.2896	9.5400e-003	0.1851	0.1947	0.0000	942.2742	942.2742	0.3048		949.8930

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0158	0.0105	0.1479	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		45.2476	45.2476	1.1000e-003	1.1200e-003	45.6076
Total	0.0158	0.0105	0.1479	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		45.2476	45.2476	1.1000e-003	1.1200e-003	45.6076

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6067	0.0000	4.6067	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.662 3	1,364.662 3	0.4414		1,375.696 2
Total	0.9132	9.7297	5.5468	0.0141	4.6067	0.4001	5.0068	2.4934	0.3681	2.8615		1,364.662 3	1,364.662 3	0.4414		1,375.696 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0526	3.3388	0.9197	0.0148	0.4606	0.0241	0.4847	0.1263	0.0231	0.1493		1,633.924 0	1,633.924 0	0.0922	0.2597	1,713.608 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0252	0.0167	0.2366	7.2000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		72.3961	72.3961	1.7600e-003	1.7800e-003	72.9722
Total	0.0778	3.3556	1.1563	0.0156	0.5500	0.0246	0.5746	0.1500	0.0235	0.1735		1,706.320 2	1,706.320 2	0.0939	0.2614	1,786.580 6

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6067	0.0000	4.6067	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681	0.0000	1,364.662 3	1,364.662 3	0.4414		1,375.696 2
Total	0.9132	9.7297	5.5468	0.0141	4.6067	0.4001	5.0068	2.4934	0.3681	2.8615	0.0000	1,364.662 3	1,364.662 3	0.4414		1,375.696 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0526	3.3388	0.9197	0.0148	0.4606	0.0241	0.4847	0.1263	0.0231	0.1493		1,633.924 0	1,633.924 0	0.0922	0.2597	1,713.608 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0252	0.0167	0.2366	7.2000e-004	0.0894	4.8000e-004	0.0899	0.0237	4.4000e-004	0.0242		72.3961	72.3961	1.7600e-003	1.7800e-003	72.9722
Total	0.0778	3.3556	1.1563	0.0156	0.5500	0.0246	0.5746	0.1500	0.0235	0.1735		1,706.320 2	1,706.320 2	0.0939	0.2614	1,786.580 6

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0300e-003	0.0383	0.0145	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.3566	19.3566	6.6000e-004	2.8100e-003	20.2100
Worker	0.0284	0.0188	0.2662	8.1000e-004	0.1006	5.4000e-004	0.1011	0.0267	5.0000e-004	0.0272		81.4457	81.4457	1.9800e-003	2.0100e-003	82.0937
Total	0.0294	0.0571	0.2807	9.9000e-004	0.1070	7.5000e-004	0.1078	0.0285	7.0000e-004	0.0292		100.8022	100.8022	2.6400e-003	4.8200e-003	102.3036

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0300e-003	0.0383	0.0145	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.3566	19.3566	6.6000e-004	2.8100e-003	20.2100
Worker	0.0284	0.0188	0.2662	8.1000e-004	0.1006	5.4000e-004	0.1011	0.0267	5.0000e-004	0.0272		81.4457	81.4457	1.9800e-003	2.0100e-003	82.0937
Total	0.0294	0.0571	0.2807	9.9000e-004	0.1070	7.5000e-004	0.1078	0.0285	7.0000e-004	0.0292		100.8022	100.8022	2.6400e-003	4.8200e-003	102.3036

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.571 1	1,105.571 1	0.3576		1,114.510 2
Total	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.571 1	1,105.571 1	0.3576		1,114.510 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0100e-003	0.0381	0.0143	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.0043	19.0043	6.6000e-004	2.7600e-003	19.8434
Worker	0.0267	0.0169	0.2482	7.8000e-004	0.1006	5.1000e-004	0.1011	0.0267	4.7000e-004	0.0272		78.6763	78.6763	1.7900e-003	1.8800e-003	79.2805
Total	0.0277	0.0550	0.2624	9.6000e-004	0.1070	7.2000e-004	0.1077	0.0285	6.7000e-004	0.0292		97.6806	97.6806	2.4500e-003	4.6400e-003	99.1239

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.571 1	1,105.571 1	0.3576		1,114.510 2
Total	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.571 1	1,105.571 1	0.3576		1,114.510 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0100e-003	0.0381	0.0143	1.8000e-004	6.4000e-003	2.1000e-004	6.6200e-003	1.8400e-003	2.0000e-004	2.0500e-003		19.0043	19.0043	6.6000e-004	2.7600e-003	19.8434
Worker	0.0267	0.0169	0.2482	7.8000e-004	0.1006	5.1000e-004	0.1011	0.0267	4.7000e-004	0.0272		78.6763	78.6763	1.7900e-003	1.8800e-003	79.2805
Total	0.0277	0.0550	0.2624	9.6000e-004	0.1070	7.2000e-004	0.1077	0.0285	6.7000e-004	0.0292		97.6806	97.6806	2.4500e-003	4.6400e-003	99.1239

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.271 1	1,036.271 1	0.3019		1,043.817 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.271 1	1,036.271 1	0.3019		1,043.817 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0533	0.0338	0.4963	1.5600e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		157.3525	157.3525	3.5900e-003	3.7500e-003	158.5610
Total	0.0533	0.0338	0.4963	1.5600e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		157.3525	157.3525	3.5900e-003	3.7500e-003	158.5610

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.271 1	1,036.271 1	0.3019		1,043.817 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.271 1	1,036.271 1	0.3019		1,043.817 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0533	0.0338	0.4963	1.5600e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		157.3525	157.3525	3.5900e-003	3.7500e-003	158.5610
Total	0.0533	0.0338	0.4963	1.5600e-003	0.2012	1.0300e-003	0.2022	0.0534	9.5000e-004	0.0543		157.3525	157.3525	3.5900e-003	3.7500e-003	158.5610

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.3116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	1.4825	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9300e-003	3.7600e-003	0.0551	1.7000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		17.4836	17.4836	4.0000e-004	4.2000e-004	17.6179
Total	5.9300e-003	3.7600e-003	0.0551	1.7000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		17.4836	17.4836	4.0000e-004	4.2000e-004	17.6179

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

3.7 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.3116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	1.4825	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9300e-003	3.7600e-003	0.0551	1.7000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		17.4836	17.4836	4.0000e-004	4.2000e-004	17.6179
Total	5.9300e-003	3.7600e-003	0.0551	1.7000e-004	0.0224	1.1000e-004	0.0225	5.9300e-003	1.1000e-004	6.0300e-003		17.4836	17.4836	4.0000e-004	4.2000e-004	17.6179

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1801	0.2103	1.8139	4.1300e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		421.6751	421.6751	0.0274	0.0187	427.9311
Unmitigated	0.1801	0.2103	1.8139	4.1300e-003	0.4700	3.0400e-003	0.4731	0.1253	2.8300e-003	0.1281		421.6751	421.6751	0.0274	0.0187	427.9311

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	65.28	58.92	49.08	212,059	212,059
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	65.28	58.92	49.08	212,059	212,059

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
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking with Elevator	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day										lb/day					
	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	3.8100e-003	0.0326	0.0139	2.1000e-004	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	41.6080	41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
NaturalGas Unmitigated	3.8100e-003	0.0326	0.0139	2.1000e-004	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	2.6400e-003	41.6080	41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	353.668	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.353668	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.8100e-003	0.0326	0.0139	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003		41.6080	41.6080	8.0000e-004	7.6000e-004	41.8553

6.0 Area Detail

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846
Unmitigated	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0241					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2776					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.1444	0.2490	6.1026	0.0156		0.9167	0.9167		0.9167	0.9167	112.4030	216.0000	328.4030	0.3352	7.6300e-003	339.0567
Landscaping	0.0298	0.0114	0.9902	5.0000e-005		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003		1.7850	1.7850	1.7100e-003		1.8279
Total	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0241					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2776					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.1444	0.2490	6.1026	0.0156		0.9167	0.9167		0.9167	0.9167	112.4030	216.0000	328.4030	0.3352	7.6300e-003	339.0567
Landscaping	0.0298	0.0114	0.9902	5.0000e-005		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003		1.7850	1.7850	1.7100e-003		1.8279
Total	3.4759	0.2604	7.0928	0.0156		0.9222	0.9222		0.9222	0.9222	112.4030	217.7850	330.1881	0.3369	7.6300e-003	340.8846

7.0 Water Detail

7.1 Mitigation Measures Water

1242-1246 S Maryland (12-unit MFR) - South Coast AQMD Air District, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

MEMORANDUM

To: Fred Zohrehvand
City of Glendale

Date: February 8, 2023

From: David S. Shender, P.E.
Jason A. Shender, AICP
Linscott, Law & Greenspan, Engineers

LLG Ref: 1-23-4526-1

Subject: **1242-1246 S. Maryland Avenue Residential Project – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment**

Engineers & Planners

Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers

600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Irvine
San Diego

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a trip generation and Vehicle Miles Traveled (VMT) screening assessment for the proposed residential project (the “Project”) located at 1242-1246 S. Maryland Avenue (the “Project Site” in the City of Glendale, California (APN 5640-015-043 and 5640-015-043). The Project Site is generally bounded by single-family residences to the north and south, Maryland Avenue to the west, and office buildings to the east.

Briefly, it is concluded that based on the characteristics of the Project and the low forecast net new trip generation, the Project screens out from a formal VMT assessment, as well as a non-CEQA Local Transportation Analysis. This trip generation and VMT screening assessment provides: 1) a description of the existing setting; 2) a description of the proposed Project; 3) a summary of the proposed Project trip generation forecasts; and 4) a VMT screening assessment for the proposed Project.

Existing Setting

The Project Site is located at 1242-1246 S. Maryland Avenue in the City of Glendale (APN 5640-015-043 and 5640-015-043). The Project Site comprises approximately 15,000 square feet (0.34 acre) and is vacant. The Project Site is generally bounded by single-family residences to the north and south, Maryland Avenue to the west, and office buildings to the east. The Project Site and general vicinity are shown in *Figure 1*. An aerial photograph of the Project Site is displayed in *Figure 2*.

Project Description

The Applicant proposes to construct a new three-story residential development with 12 apartment dwelling units, including two units to be set aside as affordable housing. The Project proposes to provide 26 vehicle parking spaces within one semi-subterranean level. Construction is anticipated to begin in year 2023 and is anticipated to be completed by the year 2025. The site plan for the Project is shown *Figure 3*.

Vehicular access to the Project will be provided via one driveway along the east side of Maryland Avenue, at the southwesterly portion of the Project Site. The Project Site driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements will be permitted).

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.¹ For the affordable housing component of the Project, the ITE *Trip Generation Manual* provides limited data for this land use. Accordingly, as described below, affordable housing trip rates published in Table 3.3-2 of the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG)*² were utilized to estimate vehicle trips generated by the affordable housing component of the Project. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the market-rate apartments component of the Project.
- Affordable Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project. While the ITE *Trip Generation Manual* provides trip generation average rates for affordable housing land uses (i.e., ITE Land Use Code 223), the trip rates were developed based on vehicle trip count data collected at two sites.

The affordable housing trip rates published by LADOT in Table 3.3-2 of the TAG were developed based on vehicle trip data collected at affordable housing sites throughout the City of Los Angeles in 2016. The LADOT affordable housing trip rates include four different categories: Affordable Family Housing; Affordable Senior Housing; Affordable Supportive Housing; and Affordable Special Needs Housing. For this analysis, the Affordable Family Housing category is directly applicable to the Project's affordable housing component. The LADOT Affordable Family Housing trip rates were

¹ Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, Washington, D.C., 2021.

² *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, August 2022.

developed based on vehicle trip counts at 14 sites throughout the City of Los Angeles. As the trip rates published by LADOT were developed based on vehicle trip counts at more sites than the ITE trip rates, these rates are more representative of affordable housing projects in the City of Glendale, such as the affordable housing component of the Project.

The trip generation forecast for the Project is summarized in *Table 1*. As presented in *Table 1*, the Project is expected to generate five (5) vehicle trips (1 inbound trip and 4 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate six (6) vehicle trips (4 inbound trips and 2 outbound trips). Over a 24-hour period, the Project is forecast to generate 75 daily vehicle trip ends (approximately 43 inbound trips and 42 outbound trips) during a typical weekday.

Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) SB 743 (Steinberg, 2013). Among other things, SB 743 created a process to change the way the analysis of transportation impacts under the California Environmental Quality Act (CEQA) is conducted. The Governor's Office of Planning and Research (OPR) was tasked to amend the CEQA Guidelines³ to provide an alternative to the traditional metric of automobile delay which would promote three statutory goals: the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses.

Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or Level of Service (LOS), to reduction in VMT, reduction in GHG emissions, creation of multimodal networks, and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 *Technical Advisory for Evaluating Transportation Impacts in CEQA*⁴ (hereafter referred to as *Technical Advisory*) with an implementation date of July 1, 2020, which has passed.

Project Screening Criteria

Lead agencies traditionally have set certain thresholds to determine whether a project requires transportation analysis or if a project could be expected to cause less than significant impacts without a detailed study. Typically, these thresholds were based

³ California Code of Regulations Title 14 "Natural Resources", Division 6 "Resources Agency", Chapter 3 "Guidelines for Implementation of the California Environmental Quality Act".

⁴ *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, December 2018.

on a project's peak hour trip generation forecast (e.g., if a project was expected to result in 50 or more weekday AM or PM peak hour vehicle trips). Under SB 743, this shifts to VMT methodology and a screening process to determine if a project will be required to conduct a detailed (quantitative) assessment of VMT. OPR's *Technical Advisory* included several criteria for project screening purposes, including transit proximity and project size (small projects). The City has subsequently adopted their revised transportation impact analysis guidelines⁵ (TIA Guidelines), and this memorandum has been prepared in response to this guidance, as described in the following paragraphs.

Small Projects

Section 2.1.2.1 of the City's TIA Guidelines notes that projects that generate fewer than 145 daily vehicle trips can be presumed to cause a less-than-significant transportation impact and would not require a detailed VMT analysis. Trips should be calculated using ITE trip generation rates or local data, if available. Based on the above-referenced vehicle trip generation forecast, a formal VMT assessment is not required to be performed for the Project as the Project's forecast daily vehicle trips (i.e., 75 daily vehicle trips) does not exceed daily vehicle trip threshold of 145 daily vehicle trips established in Section 2.1.2.1 of the City's TIA Guidelines. Accordingly, it can be presumed the Project's transportation impacts related to VMT are less than significant.

Local Transportation Analysis

Section 3 of the City's TIA Guidelines states that a non-CEQA local transportation analysis (LTA) may be required for land use projects to evaluate the effects of a development project on the circulation network, primarily on local access and circulation in the proximity of a project site. An LTA is required for projects generating at least 50 net new peak hour vehicle trips, using ITE trip generation rates or local data, if available. The Project is forecast to generate five (5) weekday AM peak hour vehicle trips and six (6) weekday PM peak hour vehicle trips. As the Project's forecast weekday AM and PM peak hour vehicle trips does not exceed 50 peak hour vehicle trips, an LTA would not be required for the Project.

Summary

This memorandum provides a trip generation and VMT screening assessment for the proposed residential project located at 1242-1246 S. Maryland Avenue in the City of Glendale. The conclusions of the trip generation and VMT screening assessment are as follows:

⁵City of Glendale Transportation Impact Analysis Guidelines, City of Glendale, October 30, 2020.

- The Applicant proposes to construct a new three-story residential development with 12 apartment dwelling units, including two units to be set aside as affordable housing. The Project proposes to provide 26 vehicle parking spaces within one semi-subterranean level. Construction is anticipated to begin in year 2023 and is anticipated to be completed by the year 2025.
- The Project is expected to generate five (5) vehicle trips (1 inbound trip and 4 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate six (6) vehicle trips (4 inbound trips and 2 outbound trips). Over a 24-hour period, the Project is forecast to generate 75 daily vehicle trip ends (approximately 43 inbound trips and 42 outbound trips) during a typical weekday.
- Based on the above daily vehicle trip generation forecast, it is concluded that no further analysis is required as the Project expected to generate less than 145 daily vehicle trips.
- Because the daily vehicle trip generation forecast for the Project falls below the City's threshold for conducting a VMT analysis, it can be concluded that the Project's transportation impacts related to VMT are less-than-significant.
- Based on the above weekday AM and PM peak hour vehicle trip generation forecast, it is concluded that an LTA would not be required, as the Project is expected to generate less than 50 peak hour vehicle trips during both the weekday AM and PM peak hours.

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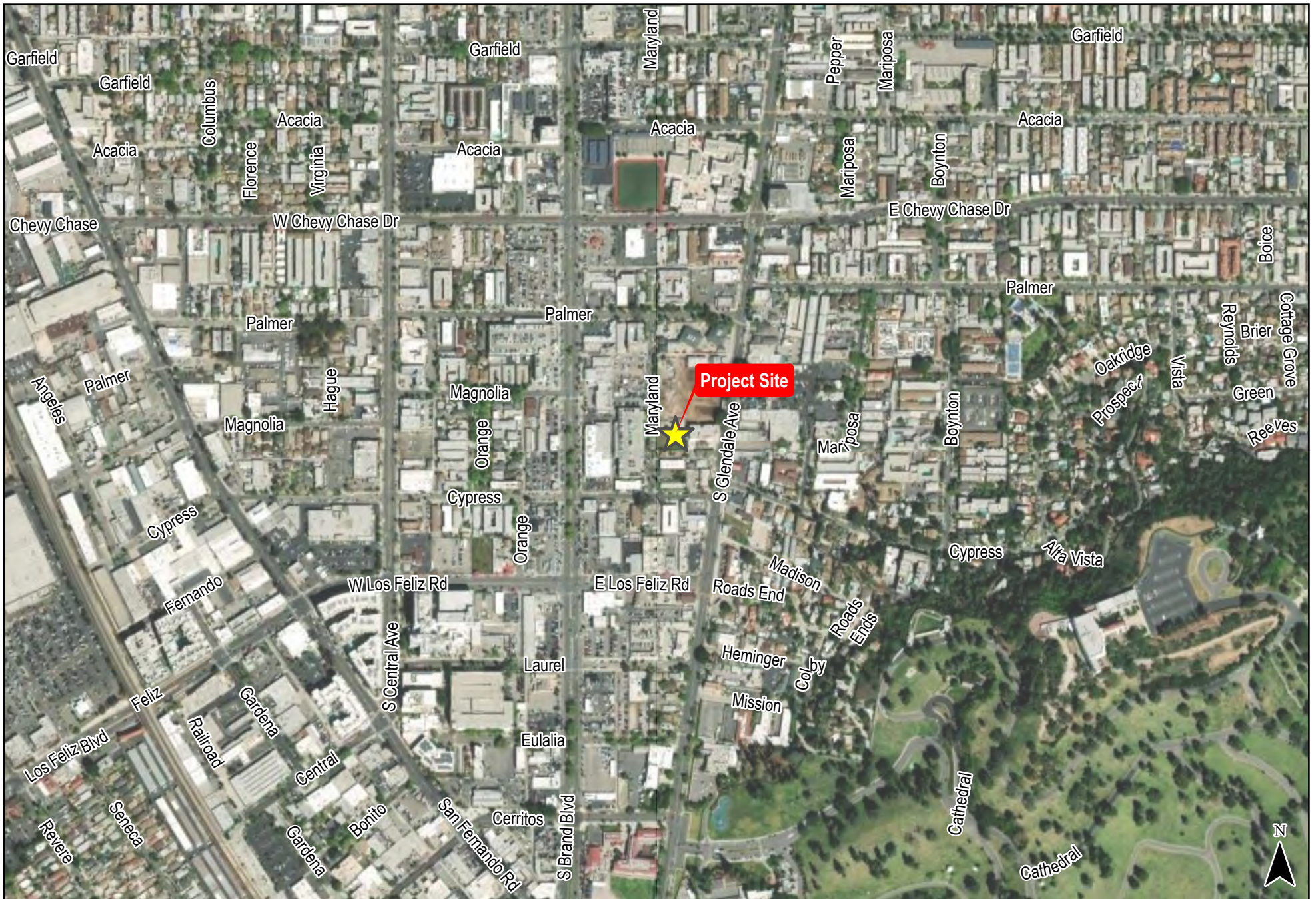


Figure 1
Vicinity Map



Figure 2
Aerial Photograph of Existing Project Site

**Table 1
PROJECT TRIP GENERATION [1]**

23-Jan-23

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>								
Apartments [3]	10 DU	67	1	3	4	3	2	5
Affordable Housing [4]	2 DU	8	0	1	1	1	0	1
NET INCREASE		75	1	4	5	4	2	6

[1] Source: ITE *Trip Generation Manual*, 11th Edition, 2021 and *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, August 2022.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.

- Daily Trip Rate: 6.74 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.40 trips/dwelling unit; 24% inbound/76% outbound
- PM Peak Hour Trip Rate: 0.51 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.

- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

