



Downtown Baldwin Park Specific Plan

Addendum to the Transit-Oriented Development Specific Plan EIR (SCH#2014121098)

prepared by

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February 2022

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RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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1 Introduction

This document is an Addendum to the City of Baldwin Park Downtown Transit-Oriented Development (TOD) Specific Plan Project Final Environmental Impact Report (EIR).

In accordance with Section 15164 of the CEQA Guidelines, a Lead Agency shall prepare an Addendum to an EIR if some changes or additions are necessary that will not have significant new impacts or substantially increase previously identified significant impacts. Specifically, the CEQA Guidelines state:

- The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164(a));
- An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164(c));
- The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164(d)); and
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164(e)).

This Addendum has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines.

According to Section 15164 of the CEQA Guidelines, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary” and when the new information does not involve new significant environmental effects beyond those identified in the previous EIR.

This Addendum describes the details of the proposed Downtown Specific Plan (herein referred to as “proposed Specific Plan”) and compares impacts to those identified in the 2015 Draft EIR and the Final EIR that was certified in 2016 for the final Downtown TOD Specific Plan (herein referred to as “approved Specific Plan”). The analysis demonstrates that the environmental impacts of the proposed Specific Plan are within the scope of the impacts identified in the approved Specific Plan.

2 Background

The Final EIR for the City of Baldwin Park Downtown Transit-Oriented Development (TOD) Specific Plan Project (SCH #2014121098; “approved Specific Plan”) was certified in 2016 and consists of the text of the Draft EIR and responses to public and agency comments received on the Draft EIR. The Final EIR is accompanied by a Mitigation Monitoring and Reporting Program (MMRP), which provides guidance for implementation of the mitigation measures developed for the approved Specific Plan. Information and technical analyses from the approved Specific Plan Final EIR are utilized or referenced throughout this Addendum.

The City of Baldwin Park now proposes minor modifications to the approved Specific Plan since certification of the Final EIR for the approved Specific Plan; the approved Specific Plan with proposed modifications is referred to as the “proposed Specific Plan.” This section provides an overview of the approved Specific Plan, the proposed Specific Plan, and the accompanying previously certified Specific Plan EIR to provide context for this Addendum prior to evaluating the potential environmental impacts of the proposed Specific Plan.

Previously Approved 2016 Downtown TOD Specific Plan

The City of Baldwin Park (City) approved the Downtown TOD Specific Plan in February 2016. The approved Specific Plan covers an area of 115 acres and seeks to revitalize activities in the Downtown area and improve access to all modes of transportation, including transit, walking, and bicycling. The approved Specific Plan anticipated to facilitate development, especially residential development, in the Downtown area proximate to the Metrolink Station.

The 2016 approved Specific Plan EIR evaluated potential environmental consequences of implementation, and alternatives and mitigation measures were identified to reduce or avoid potential adverse environmental effects associated with its development. The policies of the approved Specific Plan would avoid or eliminate all potentially significant impacts associated with its implementation.

The implementation of the approved Specific Plan would accommodate up to 833 new residential units, for a total of 934 residential units, and a non-residential capacity increase of 289,135 square feet (SF) for a total of 1,175,673 SF of non-residential capacity (Table 1). The primary objectives of the approved Specific Plan are to identify land use options that include increased housing densities and mixed uses, and create pedestrian linkages between the Metrolink Station, community facilities and major recreation, retail, and residential nodes of activity. The following is a summary of the overall goals identified by the City for the approved Specific Plan:

- Leverage the location of the Metrolink Station to bring revitalizing activities to Downtown;
- Make the City friendlier towards all modes of transportation, including transit, walking and bicycling;
- Increasing transit ridership and regional accessibility;
- Create a strong community identity and sense of place in the heart of town;
- Increase level of goods and services available to residents of the community;
- Provide new employment and housing opportunities;

- Attract shoppers from outside the community; and
- Strengthen the City's tax base.

Proposed Downtown Baldwin Park Specific Plan

As previously done by the approved Specific Plan, the proposed Specific Plan outlines the updated policies and short- and long-term actions necessary to implement a new vision for the proposed Specific Plan area (Figure 1). The proposed Specific Plan area is approximately 122 acres, in the center of the city along Ramona Boulevard (Figure 2). Given the development interest created by adoption of the approved 2016 Specific Plan (Figure 3), the proposed seven-acre expansion over the approved Specific Plan area would further accommodate, enhance, and sustain the continued development of the Downtown area. Similar to the approved Specific Plan, any development resulting from the proposed Specific Plan would be subject to detailed design and development standards.

To clarify the intended standards for each area, the proposed Specific Plan establishes the following five zoning districts (Figure 4):

- **Downtown Core** – At the intersection of Ramona Boulevard and Maine Avenue, would facilitate the highest intensity in Downtown Baldwin Park within a walkable urban setting.
- **Downtown Corridor** – Outside the Downtown Core along key corridors such as Ramona Boulevard and Main Avenue, would have active uses at the sidewalk level with commercial or residential uses at the upper levels.
- **Downtown Edge** – Would serve as a buffer between the Downtown Corridor and Downtown Core, and between the residential neighborhoods around downtown.
- **Civic** – Contains City Hall, the Community Center and Morgan Park, and the Arts and Recreation Center.
- **Park** – Includes the open space and parks within the City.

These zoning districts allocate standards such as building placement, allowed development standards, allowed frontage types, building height and size, allowed encroachments into required yards, parking placement and site access, required parking, and allowed land uses. Of the approximate 122-acre Plan area, approximately 43.6 acres are available within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts for development anticipated under the proposed Specific Plan. Implementation of the proposed Specific Plan would accommodate up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts. Table 1 provides a comparison between existing development of the approved Specific Plan and development with the proposed Specific Plan.

The proposed Specific Plan identifies: existing natural, built, and socio-economic assets; a community-supported shared vision for implementation; goals and policies to guide decision-makers; actions to develop projects and partnerships to implement the goals and policies; catalytic public and private projects to spur economic investment, and residential and commercial development in Downtown; new form-based codes to provide clear direction and predictable process and outcomes; and streetscape improvements to activate the public realm, providing an inviting and engaging urban core.

Downtown Baldwin Park Specific Plan

The proposed Specific Plan would be implemented over a 14-year span (2021-2035) by a variety of participants, including city and county agencies, business and property owners, community members and groups, non-profit organizations, and elected and appointed officials. The proposed Specific Plan includes an Implementation Element to help organize and forecast development by indicating the proposed timeline, responsible party, funding source, and comparative cost for each Policy/Action outlined within the Plan. Each Policy or Action proposed by the Plan is parented by one of 16 key concepts which are derived from the original goals outlined in the approved Specific Plan:

1. **Transforming Ramona Boulevard into an iconic street.** This is the principal catalytic project of the vision of the proposed Specific Plan. The proposed redesign of Ramona Boulevard as an iconic tree-lined street with tall trees, sidewalks, and bike lanes would create an iconic element through which the image of the downtown area would be identified across the region.
2. **Enhancing Ramona Boulevard intersections.** Proposed crossings, paving patterns, and signaling would help tame Ramona Boulevard as a pedestrian-friendly street encouraging walking from one side of the street to the other and connecting both sides of the downtown area.
3. **Integrating the Metrolink Station.** The existing service lane between Ramona Boulevard and the public parking garage would be enhanced into a pedestrian walkway to connect Ramona Boulevard to the Metrolink Station.
4. **A New Promenade.** One of the public parking lots along the south side of Ramona Boulevard would be transformed into a double-tree lined Promenade, which would serve as a unique social space that is different in size, shape, and character from Morgan Park and the other proposed open spaces.
5. **A New Neighborhood.** The large block to the north of Ramona Boulevard between Baldwin Park Boulevard and La Rica Avenue would be urbanized into a new neighborhood facing Morgan Park.
6. **A Renewed Civic Park.** The space in front of City Hall along Pacific Avenue would be enhanced into a new civic park. This park would be used for civic functions and compliment the activity in the larger Morgan Park across Ramona Boulevard.
7. **A New Transit Plaza.** This proposed plaza would mark the arrival point into downtown Baldwin Park from the Metrolink. This plaza would be connected via a sidewalk to Pacific Avenue to the west and Ramona Boulevard to the east.
8. **A New Pocket Park.** This proposed open space would front one of the conserved historic buildings in one of the blocks to the south of Ramona Boulevard. This open space would offer an enclave for social activity in contrast to the publicness of the larger parks and the Promenade.
9. **A New Pocket Park Maine Avenue.** This is another proposed small open space that would also front a conserved historic building and create a bookend to the Promenade across Maine Avenue.
10. **Enhancing Downing Avenue as a Verdant Buffer.** The proposed landscaping of Downing Avenue with canopy trees would enable it to serve as a buffer between the southern residential neighborhood and the train tracks.
11. **A Variety of Streets.** All streets within Downtown connecting these various open spaces would be enhanced through rich streetscape and street dieting to create a rich and varied network of linear open spaces. These verdant streets along with the public open spaces would generate the open space scaffold around which new development would be incrementally built.

12. **Conserving historic buildings.** A number of historic buildings would be preserved throughout the study area, and some would also be augmented by fronting them with new proposed open spaces. This would help preserve the identity of the downtown as new development occurs over time.
13. **A New Neighborhood Fragment Between Maine Avenue and Bogart Avenue.** This four-block neighborhood fragment would contain 2-, 3-, and 4-story buildings defining the central neighborhood park.
14. **Redevelop Underutilized Parking Area to Fiscally Productive Uses.** Transforming City-owned public parking lots south of Ramona Boulevard with new infill of 4-, 3- and 2-story buildings would help create a physical transition between Ramona Boulevard and the neighborhoods to the south.
15. **New Infill South of the Metrolink Station.** The first few lots facing the Metrolink tracks would be assembled into larger parcels to accommodate new mixed-use infill. This infill development would serve as a transition between the Metrolink station and the stable residential neighborhood to the south.

Table 1 Comparison of Approved and Proposed Specific Plans

Project Characteristics	Net Development under Approved Specific Plan ^{1,2}	Net Development under Proposed Specific Plan ³	Difference Between Approved and Proposed Specific Plans
Plan Area (acres)	115	122	+7
Residential Units	833	1,745	+912
Non-Residential (SF)	289,135	186,981	(-102,154)

¹ 2016 Approved Specific Plan (City of Baldwin Park and Metro 2016)

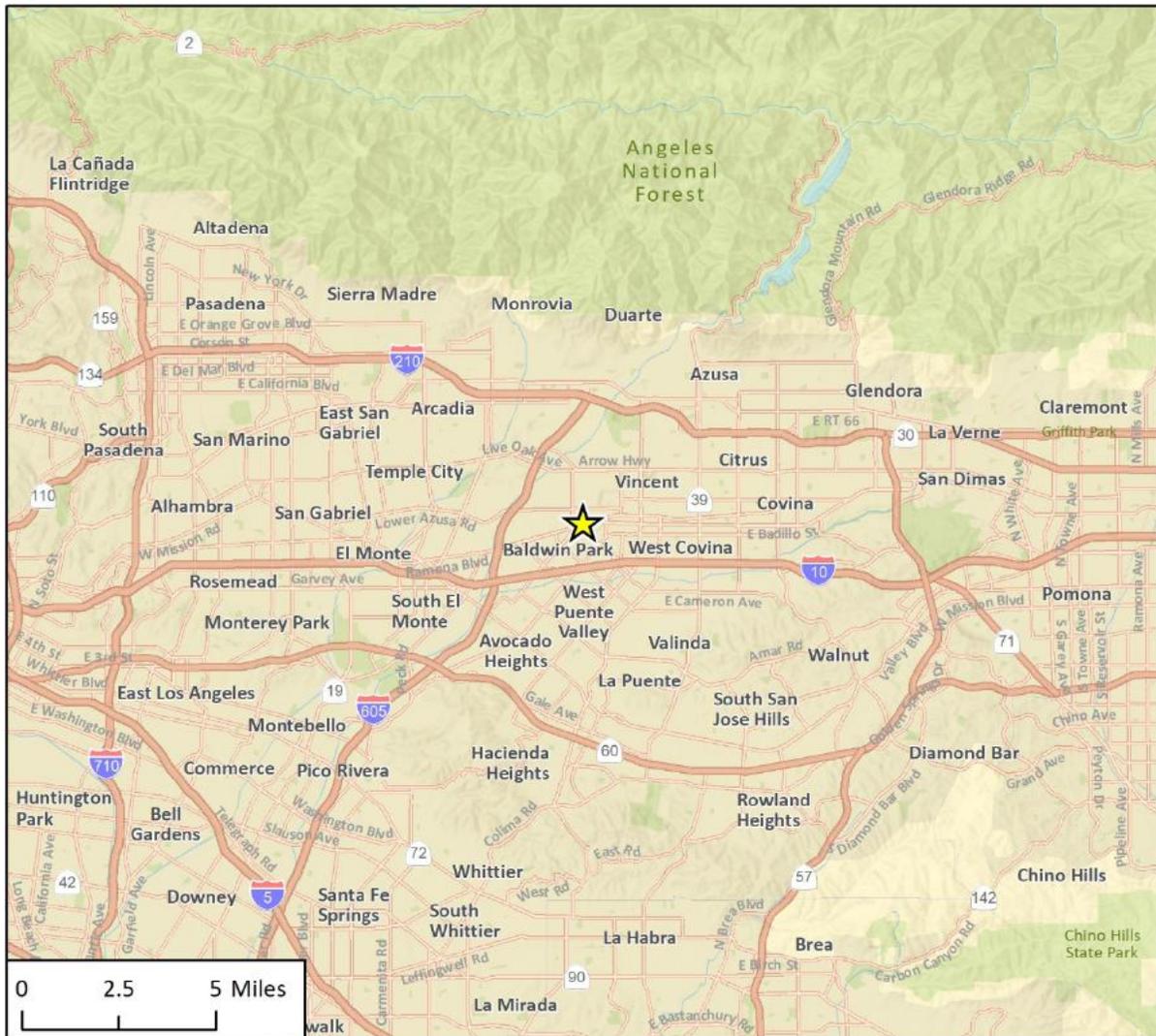
² Accounts for the 101 existing residential units and 886,538 SF of existing non-residential uses within the Approved Specific Plan area.

³ Proposed Specific Plan (City of Baldwin Park 2021)

The following project design features are also included as part for the proposed Specific Plan:

1. Residential development under the proposed Specific Plan would not allow gas or propane fireplaces to be developed.
2. All new development under the proposed Specific Plan would incorporate outdoor electrical outlets to accommodate the use of electric landscape equipment.
3. As part of the proposed Specific Plan, a minimum of 150 electric charging stations which would provide service to 300 parking spots, would be installed throughout the Specific Plan area. Electric vehicle charging stations may be installed on the specific project site or, through coordination with the City, can be installed in other public parking areas within the City.

Figure 1 Regional Location Map

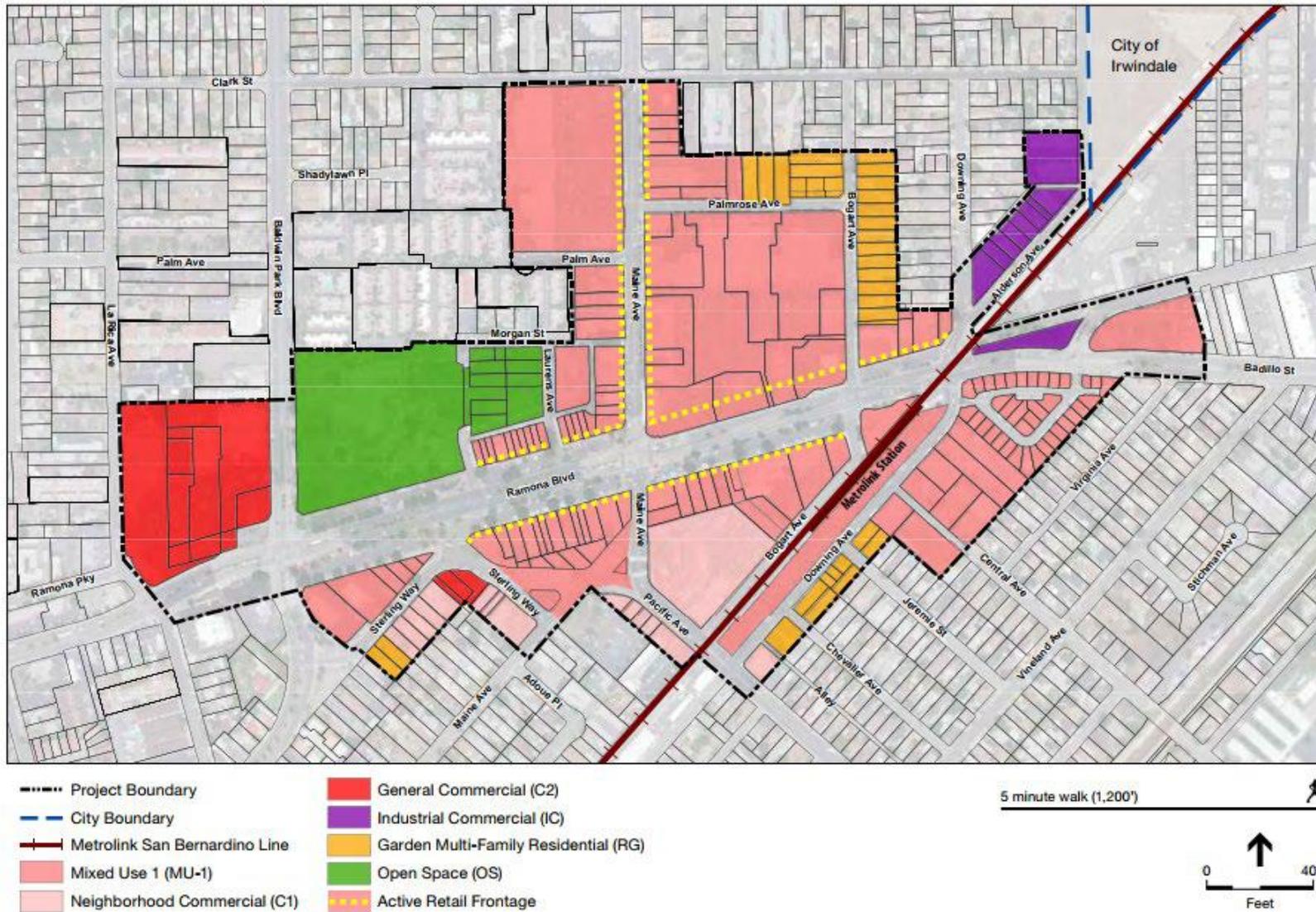


Basemap provided by Esri and its licensors © 2021.



FIG. 1 Regional Location

Figure 3 Approved Specific Plan



Source: City of Baldwin Park 2015

Figure 4 Proposed Specific Plan



Source: City of Baldwin Park 2021

Decision Not to Prepare Subsequent EIR

As outlined in Section 15164 (Addendum to an EIR or Negative Declaration) of the CEQA Guidelines, a Lead Agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in the CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

As discussed in the impact analysis below, the proposed Specific Plan is substantially similar to the City of Baldwin Park's previously approved Specific Plan discussed and analyzed in the Downtown TOD Specific Plan Project Final EIR. The minor modifications between the approved Specific Plan and the proposed Specific Plan would not introduce new significant environmental impacts beyond those which have already been identified and characterized in the approved Specific Plan Final EIR. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred or would occur as a result of the proposed Specific Plan. Therefore, this Addendum to the approved Specific Plan's Final EIR is consistent with CEQA, and this Addendum is the appropriate level of environmental documentation to provide under CEQA. This Addendum will be considered by the City of Baldwin Park decision-making body in making a decision on the proposed Specific Plan.

3 Environmental Checklist and Impacts of the Proposed Downtown Specific Plan

This Addendum evaluates potential environmental impacts that could result from the proposed Specific Plan. The existing environmental conditions in Downtown Baldwin Park are substantially the same under present conditions as described in the approved Specific Plan; the analysis below provides updates where necessary to characterize potential impacts associated with the proposed Specific Plan.

Appendix G of the CEQA Guidelines provides a checklist of environmental issues areas that are suggested as the issue areas that should be assessed in CEQA analyses. The approved Specific Plan addressed in detail 17 of the 20 environmental issue areas included in CEQA Guidelines Appendix G. In addition, updates to the CEQA Guidelines since certification of the approved Specific Plan Final EIR on February 17, 2016, have resulted in three additional issue areas, Energy, Tribal Cultural Resources, and Wildfire that were not assessed in the Final EIR. In order to provide a thorough and conservative analysis of potential impacts associated with the proposed Specific Plan, this Addendum addresses all 20 environmental issue areas included in Appendix G of the CEQA Guidelines, as listed below.

- | | |
|----------------------------------|-------------------------------|
| 1. Aesthetics | 11. Land Use/Planning |
| 2. Agriculture and Forestry | 12. Mineral Resources |
| 3. Air Quality | 13. Noise |
| 4. Biological Resources | 14. Population/Housing |
| 5. Cultural Resources | 15. Public Services |
| 6. Energy | 16. Recreation |
| 7. Geology/Soils | 17. Transportation |
| 8. Greenhouse Gas Emissions | 18. Tribal Cultural Resources |
| 9. Hazards & Hazardous Materials | 19. Utilities/Service Systems |
| 10. Hydrology/Water Quality | 20. Wildfire |

Potential environmental impacts of the proposed project are analyzed to determine whether impacts are consistent with the impact analysis provided in the approved Specific Plan EIR, and whether additional mitigation measures are required to minimize or avoid potential impacts. Where impacts are identified in the following analysis, discussion of existing applicable policies and regulations are also discussed as relevant to the avoidance of potential impacts from the proposed Specific Plan.

1. Aesthetics

The 2016 approved Specific Plan EIR determined that aesthetic impacts from its implementation would be less than significant with no mitigation required (Section 3.1, *Aesthetics*, of the 2016 approved Specific Plan EIR). New development under the approved Specific Plan would alter the visual character in Downtown Baldwin Park. However, implementation would be required to comply with development and design standards outlined in the approved Specific Plan including, but not limited to architectural guidelines, setbacks, sidewalk widths, signage standards, streetscape and landscaping plans, and lighting standards.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan boundary, due to minor expansions to the north and south. The proposed Specific Plan includes accommodation for up to 1,745 residential units (or 912 units more than the approved Specific Plan) and 186,981 SF of non-residential uses (or 102,154 SF less than the approved Specific Plan) within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts (see Table 1). Under the proposed Specific Plan, there would be some reduction in retail units as large-format retail would be replaced with mixed-use residential that is restructured for the urban downtown setting, when compared to the approved Specific Plan. Proposed development would occur in already-developed urban areas in the same manner as those analyzed in the approved Specific Plan. Similar to the approved Specific Plan, given the proposed sizes and locations, the additional residential units under the proposed Specific Plan would not be likely to adversely affect the existing aesthetic quality within the proposed Specific Plan Area.

Similar to the approved Specific Plan, the proposed Specific Plan establishes zoning districts which allocate standards such as building placement, allowed development standards, allowed frontage types, building height and size, allowed encroachments into required yards, parking placement and site access, required parking, and allowed land uses. Any development resulting from the proposed Specific Plan would be subject to these detailed design and development standards, similar to the approved Specific Plan, and thus, the proposed Specific Plan would result in no new impacts related to aesthetics or impacts that would be substantially more severe than those discussed in the certified Final EIR for the approved Specific Plan. In addition, applications submitted pursuant to the proposed Specific Plan would require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts. Compliance with standards set forth in the proposed Specific Plan and the Baldwin Park Municipal Code (BPMC) would ensure the proposed Specific Plan would not substantially degrade the existing visual character in the Plan Area, damage existing scenic resources, or create light or glare that would adversely affect views.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to aesthetics, and no new mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

2. Agriculture and Forestry Resources

The 2016 approved Specific Plan area consists of developed urban area that does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmlands); agricultural uses; or forest land. Additionally, the Plan area is not under a Williamson Act contract or zoned for agriculture or forestry (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan IS). No impact to agriculture and forestry resources would occur from implementation of the approved Specific Plan.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansions to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts. Similar to the approved Specific Plan, the proposed Specific Plan would not include agriculture or forestry uses and would not introduce non-agriculture or non-forest uses to areas designated/zoned for agriculture or forest land, nor would there be any sites under a Williamson Act contract or zoned for agriculture or forestry in the Plan area. Additionally, similar to the approved Specific Plan, the proposed Specific Plan would not result in changes to land use or zoning in the proposed Specific Plan area. As a result, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to agriculture and forestry resources and would be consistent with the impact analysis provided in the approved Specific Plan Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to agriculture and forestry resources, and no mitigation measures are necessary.

Conclusion

No Impact (Same as Approved Specific Plan)

3. Air Quality

The 2016 approved Specific Plan EIR determined that air quality impacts relating to conflicts with an applicable air quality plan would be less than significant, and impacts relating to exposure of sensitive receptors to substantial pollutant concentrations, including toxic air contaminants (TACs), would be less than significant with implementation of Mitigation Measures AIR-3 and AIR-4 (Section 3.2, *Air Quality*, of the 2016 approved Specific Plan EIR). Furthermore, the approved Specific Plan was found to have significant and unavoidable air quality impacts relating to the violation of regional air quality standards and contributing to an existing or projected air quality violation despite implementation of Mitigation Measures AIR-1 and AIR-2. This determination was made because the construction intensity and schedule of individual projects was unknown, and there was the possibility that substantial construction/development could occur at the same time or different phasing combinations could overlap to result in increased levels of emissions. The approved Specific Plan was also found to have significant and unavoidable air quality impacts relating to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air despite implementation of Mitigation Measures AIR-1 and AIR-2 as construction emissions would remain cumulatively considerable (Section 3.2, *Air Quality*, of the 2016 approved Specific Plan EIR).

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Measure AIR-1: The City shall ensure that project approvals within the Specific Plan area require that all onsite vehicles and equipment with horsepower greater than 50 shall meet, at a minimum, USEPA Tier IV interim engine certification requirements. If Tier IV interim equipment is not available, the contractor may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NOx and PM emissions comparable to that of Tier IV construction equipment. Where alternatives to USEPA Tier IV are utilized, the contractor shall be required to show evidence to the City that these alternative technologies would achieve comparable emissions reductions. Certifications or alternative reduction strategies shall be required prior to receiving a construction permit.

Measure AIR-2: The City shall ensure that project approvals within the Specific Plan area require that all active construction areas shall be watered at least four times daily to reduce fugitive dust emissions from grading, excavation, and other ground preparation. Watering shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water shall be used whenever possible.

Measure AIR-3: The City shall ensure that project approvals within the Specific Plan area require that any new sources of TAC emissions that are proposed to be located within 300 feet of existing sensitive receptors shall implement all available best management practices and control technologies to reduce emissions to below regulatory thresholds that exist at the time of construction. Compliance with this requirement shall be confirmed through generation of a health risk assessment that demonstrates the emissions levels and risks to nearby receptors are less than 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current South Coast Air Quality Management District (SCAQMD) threshold. Health risk assessments shall be submitted to the City Planning Division for review and approval prior to beginning of construction.

Measure AIR-4: The City shall ensure that project approvals within the Specific Plan area require that any sensitive uses proposed to be located within 500 feet of the Metrolink tracks shall be equipped with a filtered air supply system to maintain units under positive pressure when windows are closed. The ventilation system, whether a central HVAC (heating, ventilation and air conditioning) or a unit-by-unit filtration system, shall include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The efficiency rating of the filtration system shall be determined based on a health risk assessment conducted for the proposed development, such that cancer and non-cancer risks are reduced to a 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current SCAQMD threshold. Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. Disclosure to the occupants (buyers and

renters) within a 500-foot radius shall be required regarding the proximity of Metrolink tracks, the occurrence of diesel emissions from Metrolink trains, and the potential increased cancer and non-cancer risks associated with the development location.

The proposed Specific Plan area is seven acres larger than that of the approved Specific Plan area, with some expansion to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses.

The proposed Specific Plan would increase population to 83,526 residents by 2035 (see Section 14, *Population and Housing*). The current 2016 AQMP is based on the population projections in the 2016-2040 RTP/SCS. Population for Baldwin Park in the 2016-2040 RTP/SCS was estimated at 83,600 by 2040. Therefore, the Specific Plan would not exceed the population estimates used in the 2016 AQMP. Further, by increasing the potential for infill development in the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts, the Specific Plan furthers the RTP/SCS goals of increasing access to public transit. The proposed Specific Plan's installation of 150 electric charging stations to service approximately 300 parking spots would encourage the use of electric vehicles by providing more access to charging around the city. Consistent with the approved Specific Plan, the proposed Specific Plan would not result in a CO Hotspot (see discussion below). Therefore, with respect to conflicting with or obstructing implementation of the applicable air quality plan, the proposed Specific Plan would be less than significant which is consistent with the approved Specific Plan.

Regional and localized construction emissions under the proposed Specific Plan would be similar in nature to those identified in the approved Specific Plan. While the approved Specific Plan assumed construction over 10 years beginning in 2016, the proposed Specific Plan construction would span 14 years starting in 2022. Given the uncertainty of construction timing and phasing, even assuming construction in 10 years, the average daily emissions from construction activities of the proposed Specific Plan are assumed to be consistent with or may even be less than the average daily construction emissions from the approved Specific Plan. This is because construction equipment and worker, vendor, and haul vehicles on average are cleaner currently than it would have been in 2016, therefore the same level of construction activity would be anticipated to result in somewhat lower emissions. Implementation of Mitigation Measures AIR-1 and AIR-2 from the approved Specific Plan would also apply to the proposed Specific Plan and would further reduce construction emissions. Regardless, due to the level of construction activities, construction emissions are anticipated to remain significant and unavoidable, which is consistent with the approved Specific Plan.

Operational emissions from the proposed Specific Plan would vary from the approved Specific Plan due to the change in the type of land use anticipated in the proposed Specific Plan. Therefore, the proposed Specific Plan's operational emissions were modeled in CalEEMod consistent with the methodology of the SCAQMD. The modeling included the following project design features identified for the proposed Specific Plan:

1. Residential development under the proposed Specific Plan would not allow gas or propane fireplaces to be developed.
2. All new development under the proposed Specific Plan would incorporate outdoor electrical outlets to accommodate the use of electric landscape equipment.

Downtown Baldwin Park Specific Plan

3. As part of the proposed Specific Plan, a minimum of 150 electric charging stations which would provide service to 300 parking spots, would be installed throughout the Specific Plan area. Electric vehicle charging stations may be installed on the specific project site or, through coordination with the City, can be installed in other public parking areas within the City.

With incorporation of the project design features, the proposed Specific Plan would result in net emissions that are below the SCAQMD’s regulatory thresholds for criteria pollutants as shown in Table 2.

Table 2 Daily Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	46	2	140	0	1	1
Energy	1	7	4	0	1	1
Mobile	25	23	182	0	84	22
Project Total	72	32	326	0	85	24
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Approved Specific Plan	63	72	384	1	80	24
Difference (Proposed – Approved)	9	-40	-59	-1	5	0
2016 Existing	18	18	18	18	18	18
Net from 2016 Existing	54	14	308	-18	67	6
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

See Appendix A for CalEEMod results. Note: Totals may not add up due to rounding.

Localized emissions represent emissions within the immediate area of the source. Since the Specific Plan area is 122 acres, the emissions from all of the sources would not be local to all receptors. Therefore, as a conservative estimate of localized emissions, it was assumed that one third of the emissions would be local to any given sensitive receptor. As shown in Table 3 , the localized emissions for the proposed Specific Plan would be less than the localized thresholds. Therefore, the impact would be less than significant, which is consistent with the approved Specific Plan.

Table 3 Localized Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area	1	47	<1	<1
Energy	2	1	<1	<1
Project Total	3	48	<1	<1
SCAQMD Thresholds	69	535	2	1
Threshold Exceeded?	No	No	No	No

See Appendix A for CalEEMod results.

Note: Totals may not add up due to rounding.

The proposed Specific Plan would increase regional VMT by 5,250 daily VMT (See the Transportation Study in Appendix B). However, these 5,250 additional daily trips would be spread throughout the Region and would not be local to any one roadway within the City of Baldwin Park. The approved Specific Plan identified the intersection of Ramona Boulevard and Maine Avenue as the maximum hourly traffic of 4,690 vehicles per hour and 5,174 vehicles per hour for existing plus project and future plus project conditions. Even if the anticipated 5,250 daily trips went through this intersection during the maximum hour, that would increase hourly traffic to 10,424 vehicles per hour during the future plus project conditions. This is still well below the 24,000 vehicles per hour conservative screening threshold. Therefore, the proposed Specific Plan would remain less than significant with respect to CO emissions.

Construction and operational impacts with respect to TACs would be consistent to those identified in the approved Specific Plan since the nature of the development would not change under the proposed Specific Plan, just the number of units and square footage of non-residential land use would change. Construction impacts were determined to be less than significant in the approved Specific Plan and, given the consistent construction activities anticipated under the proposed Specific Plan, construction impacts to health risk are anticipated to remain less than significant. Due to the nature of the proposed land uses, the proposed Specific Plan is not anticipated to result in non-permitted emission sources and, consistent with the approved Specific Plan, would not represent a risk to existing sensitive receptors from operational activities. Additionally, Mitigation Measures AIR-3 and AIR-4 from the approved Specific Plan would be implemented under the proposed Specific Plan and would reduce potential exposure of new sensitive receptors to existing TAC sources, such as the Metrolink trains traveling through the Baldwin Park Metrolink Station. As identified in the approved Specific Plan, implementation of Mitigation Measures AIR-3 and AIR-4 would reduce potential impacts from siting sensitive receptors within 300 feet of the Metrolink tracks to a less than significant level. Given the nature of the land uses and locations of development have not changed from the approved Specific Plan, these mitigation measures would also reduce any impacts to new sensitive receptors from the proposed Specific Plan to less than significant levels.

With respect to cumulative impacts, from a construction standpoint the proposed Specific Plan would be consistent with those impacts identified in the approved Specific Plan, therefore, as with the approved Specific Plan, the proposed Specific Plan is anticipated to exceed regulatory thresholds for criteria pollutants and therefore would be cumulatively considerable.

With respect to operational impacts, the proposed Specific Plan would be consistent with the AQMP and would not exceed the regulatory thresholds. Therefore, consistent with the approved Specific Plan, the proposed Specific Plan would be less than cumulatively considerable.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to air quality, and no new mitigation measures are necessary.

Conclusion

Significant and Unavoidable Impact (Same as Approved Specific Plan)

4. Biological Resources

Given that the approved Specific Plan area is a highly disturbed, urban environment, the 2016 approved Specific Plan Initial Study determined that there would be no impact to biological resources as a result of its implementation (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan Initial Study).

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansions to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts. To the north, the expanded area includes residential, public services, and commercial developments with non-native ornamental landscaping. To the south, the expanded area includes residential, public services, commercial, and industrial developments with non-native ornamental landscaping. Because no natural open space, including riparian habitat or wetlands, occur within the vicinity of the proposed Specific Plan area, no habitat for sensitive plant or wildlife species are present in the project area. Therefore, similar to the findings of the approved Specific Plan, development in the proposed Specific Plan area would not result in impacts to sensitive species or habitats since ornamentally landscaped areas are the land cover types in the Plan area, and would not be sufficient habitat for sensitive species. Development would occur in highly disturbed, developed urban areas in the same manner as those analyzed in the approved Specific Plan.

To further protect biological resources that could potentially be affected by development of the proposed Specific Plan, should trees be removed as part of project construction during bird nesting season (generally February 1 to September 15), the project applicant would be required by federal and State laws to conduct preconstruction surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act to avoid and minimize potential impacts to such nesting species. With compliance of this condition, there would be no impact to nesting birds.

The proposed Specific Plan would not introduce new impacts or substantially increased impacts related to biological resources and would be consistent with the impact analysis provided in the approved Specific Plan Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to biological resources, and no mitigation measures are necessary.

Conclusion

No Impact (Same as Approved Specific Plan)

5. Cultural Resources

The 2016 approved Specific Plan EIR identified two historic resources within the Plan area (Section 3.3.5, *Impact Analysis*, of the 2016 approved Specific Plan EIR). These resources include Baldwin Park City Hall, which is on the California Register of Historic Resources and has been determined eligible for listing on the National Register of Historic Places; and the Central School Auditorium, which has been determined to be eligible for listing on the National Register of Historic Places. Under the approved Specific Plan, no changes or impacts to either historic resource would occur.

Within the approved Specific Plan area, there are numerous residential and commercial buildings older than 50 years that may be eligible as historic if other criteria apply. To avoid potential impacts to unidentified historic resources, the approved Specific Plan includes the following policy and actions:

P1.9 Downtown will enhance and protect existing historic and cultural landmarks and resources in coordination with new development.

A1.9a Conduct a Historic Resources Survey for the entire Downtown Specific Plan area.

A1.9b Prior to completion of the Historic Resource Survey, applications for demolition permit and development proposals involving structures over 50 years in age will include a historic, technical assessment or “Phase I” prepared by a City-designated historic professional.

Upon review of the “Phase I” historic assessment, the Community Development Director may request additional documentation in the form of a Phase II study. If the Director determines a potential Historic Resource is present, but not formally designated as a landmark or already on a State or Federal register, the development proposal shall be reviewed by the Planning Commission for compliance with the Secretary of the Interior’s Standards and Guidelines for the Treatment of Historic Properties.

This policy and actions would minimize potential impacts to historic resources to a less-than-significant level.

According to the 2016 approved Specific Plan EIR, a records search indicated that no prehistoric archaeological resources are located within the Specific Plan area or within 0.5 mile of the area. Therefore, the likelihood of the discovery of unknown archaeological resources is minimal. However, since implementing the approved Specific Plan would involve ground-disturbing activities, it is possible that unknown subsurface archaeological, and/or historical, or Native American resources could be unearthed, exposed, or disturbed. Inadvertent damage to significant buried archaeological deposits during construction would result in a significant impact. Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to less-than-significant levels.

Measure CUL-1: During project-level construction, should subsurface archaeological resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent or additional archaeological resources. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in prehistoric or tribal

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resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansions to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts. Similar to the approved Specific Plan area, the expanded area for the proposed Specific Plan includes previously disturbed, urbanized developments with residential, commercial, and industrial uses. Moreover, the expanded boundary of the proposed Specific Plan falls within the 0.5-mile buffer already addressed in the approved Specific Plan's records search, which identified no prehistoric archaeological resources in the vicinity. Additionally, implementation of Mitigation Measure CUL-1 from the approved Specific Plan EIR would further ensure that potential impacts to previously unknown cultural artifacts and resources would be reduced to a less-than-significant level.

In addition, when the City of Baldwin Park reviews permit applications for new construction within the proposed Specific Plan area, it may include further conditions of approval, such as standard conditions that require specific protection measures if evidence of prehistoric or historic artifacts or remains are known to exist or are found at an individual project site. For example, project construction would require ground disturbance to excavate and establish the foundations for the new proposed buildings. Therefore, previously unknown historic or cultural resources could be unearthed during grading activities. Such conditions of approval may include retaining a qualified archaeologist to evaluate previously unknown historic or archaeological resources should such resources be encountered during ground disturbing construction activities. Other standard conditions may include procedures to halt work until such resources are appropriately handled, assessed, and/or recorded by qualified personnel to prevent damage to discovered resources. Compliance with conditions of approval in addition to implementation of Mitigation Measure CUL-1 would ensure in a less-than-significant impact to cultural resources.

The approved Specific Plan area is underlain by younger Quaternary Alluvium, which is unlikely to contain vertebrate fossils. However, the younger Alluvium may be underlain by older Quaternary deposits that are known to contain vertebrate fossils. Fossils have been found within five miles of areas in similar deposits. Thus, the Natural History Museum of Los Angeles County considers the approved Specific Plan area to have a moderate paleontological resource sensitivity. While shallow excavation or surface grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils. Thus, any deep excavations in the Specific Plan area could result in potential impacts to paleontological resources, and Mitigation Measure CUL-2 was included in the 2016 approved Specific Plan EIR to reduce this potential impact to a less-than-significant level.

Measure CUL-2 In the event that paleontological resources are encountered during the course of project development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the Specific Plan area that are not reasonably suspected to overlie adjacent or additional paleontological resources.

Similar to the approved Specific Plan area, the proposed Specific Plan area is underlain by younger Quaternary Alluvium, which is unlikely to contain vertebrate fossils. However, the Natural History Museum of Los Angeles County considers the approved Specific Plan area to have a moderate paleontological resource sensitivity, and deeper excavation into older sediments during development of the proposed Specific Plan may uncover significant fossils. Therefore, Mitigation Measure CUL-2 would be implemented to ensure that potential impacts to previously unknown paleontological artifacts and resources would be reduced to a less-than-significant level.

Therefore, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to historic or other cultural resources or paleontological resources and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to cultural resources, and no new mitigation measures are necessary.

Conclusion

Less than Significant Impact with Mitigation (Same as Approved Specific Plan)

6. Energy

This environmental issue area was not included in the CEQA Guidelines Appendix G, Environmental Checklist Form, at the time of preparation of the 2016 approved Specific Plan EIR, and therefore, was not assessed as an individual issue area. However, the 2016 approved Specific Plan Final EIR addressed the potential for impacts associated with energy usage in Section 3.4, *Greenhouse Gases*, under Impact 3.4-1, which evaluated whether implementation of the approved Specific Plan would result in operational greenhouse gas (GHG) emissions that could have a significant impact on the environment due to a substantial increase in indirect sources, including energy and fuel consumption. This section determined that impacts related to operational emissions, including from increased energy and fuel consumption, would be less than significant (Section 3.4, *Greenhouse Gases*, of the 2016 approved Specific Plan EIR). In addition, Section 5.2, *Irreversible Environmental Changes*, disclosed that the approved Specific Plan would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels including fuel oil, natural gas, and gasoline or diesel fuel during construction and operation of individual projects under the approved Specific Plan. However, this section concluded that compliance with existing State and local laws, regulations, and policies would minimize the potential for the approved Specific Plan to result in wasteful, inefficient, or unnecessary energy usage (Section 5.2, *Irreversible Environmental Changes*, of the 2016 approved Specific Plan EIR).

Consistent with the approved Specific Plan, the proposed Specific Plan would consume energy in the form of electricity, natural gas, and fossil fuels. The following policy and action are included:

P1.7 Encourage green projects and practices.

A1.7 Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

Energy consumption is also addressed in respect to impacts from GHG emissions. Energy Consumption for electricity and natural gas for the approved Specific Plan resulted in approximately 3,991 MTCO₂e annually and fuel consumption from the approved Specific Plan resulted in approximately 14,215 MTCO₂e annually. In comparison, the proposed Specific Plan would result in approximately 3,916 MTCO₂e with respect to electricity and natural gas consumption resulting in a net decrease in approximately 75 MTCO₂e. The proposed Specific Plan would result in mobile source emissions of 11,416 MTCO₂e for fossil fuel consumption which results in an annual decrease of approximately 2,816 MTCO₂e from the approved Specific Plan. Therefore, the energy consumption from the proposed specific plan would be anticipated to be similar to the approved specific plan with respect to electricity and natural gas consumption, but would be reduced with respect to fossil fuel consumption. Implementation of the proposed Specific Plan would comply with existing State and local laws, regulations, and policies and would minimize the potential for wasteful, inefficient, or unnecessary energy usage. Therefore, the proposed Specific Plan would result in less than significant energy impacts.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to energy use, and no new mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

7. Geology/Soils

The 2016 approved Specific Plan Initial Study determined that implementation of the approved Specific Plan would not result in impacts relating to rupture of a known earthquake fault, liquefaction, landslides, and soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, and would result in less-than-significant impacts relating to seismic ground shaking, unstable soils, and expansive soils (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan Initial Study). However, the 2016 approved Specific Plan Initial Study determined that implementation of the approved Specific Plan could have potentially significant impacts relating to substantial soil erosion and the loss of topsoil which would be further analyzed in the EIR along with potential hydrology and water quality impacts (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan Initial Study). The 2016 approved Specific Plan EIR determined that while construction activities associated with development could have soil-disturbing effects that have the potential to result in erosion and/or topsoil loss, construction would be required to comply with sediment control Best Management Practices (BMPs) which would ensure runoff would be adequately infiltrated and/or retained so as not to generate erosion and/or siltation on or offsite, thereby reducing impacts to a less than significant level (Section 3.6, *Hydrology and Water Quality*, of the 2016 approved Specific Plan EIR).

Similar to the approved Specific Plan, adherence with statewide National Pollutant Discharge Elimination System (NPDES) Construction General Permit or Municipal Separate Storm Sewer System (MS4) Permit construction requirements would ensure erosion would not occur onsite through implementation of erosion and sediment control BMPs during construction of individual projects under the proposed Specific Plan, resulting in a less-than-significant impact.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansion to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. However, similar to the approved Specific Plan area, the proposed Specific Plan area does not fall within the vicinity of active fault lines, and therefore, would not be at risk of impacts related to fault ruptures. Given the seismic activity throughout California, development under the proposed Specific Plan would be required to adhere to provisions of the California Building Code and the BPMC to minimize and avoid potential impacts relevant to geological issues, similar to those outlined in the approved Specific Plan. Adherence to these requirements would reduce the potential for property damage, injury, or death resulting from seismic hazards. In addition, as with the approved Specific Plan, individual project applications submitted pursuant to the proposed Specific Plan would require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts, if any. As a result, development of the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to geology, soils, and seismicity, and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to geology, soils, and seismicity, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

8. Greenhouse Gas Emissions

The 2016 approved Specific Plan EIR determined that GHG emissions impacts from implementation of the General Plan would be less than significant with no mitigation required (Section 3.4, *Greenhouse Gas Emissions*, of the 2016 approved Specific Plan EIR). Development associated with implementation of the approved Specific Plan would generate an increase in GHG emissions. However, the approved Specific Plan concluded that impacts would be less than significant because the approved Specific Plan's net annual GHG emissions would not exceed the SCAQMD's proposed efficiency level of 4.6 MTCO₂e per year and because development accommodated under the approved Specific Plan would be required to comply with the California Air Resources Board (CARB) Scoping Plan, the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS), the City's General Plan, and SCAQMD requirements, all of which provide their own strategies and measures for GHG emission reduction.

Consistent with the approved Specific Plan, the proposed Specific Plan would emit GHG emissions from construction and operational emissions. As the construction activities were determined to be consistent (or potentially reduced) from the approved Specific Plan, construction activities were not remodeled, and annual amortized construction emissions would be anticipated to remain the same at 301 MT CO₂e per year. As shown in Table 4, annual average GHG emissions for the proposed Specific Plan would be approximately 2,800 MTCO₂e less than those of the approved Specific Plan. Given the reduction in emissions and the increase in service population, the per service emissions

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from the proposed Specific Plan would be reduced to 1.72 MT CO₂e/service population. This results in a less than significant impact, which is consistent with what was identified in the approved Specific Plan.

Table 4 Annual Emissions

Emissions Source	Project Emissions
Construction	301
Operational	
Area	459
Energy	3,330
Mobile	11,416
Solid Waste	641
Water	586
Total Proposed Specific Plan	16,733
Approved Specific Plan	19,549
Difference (Proposed – Approved)	-2,816
Existing Emissions	2,836
Total Net Increase (Proposed)	13,897
Service Population (Residents plus employees)	8,079
CO ₂ e/SP	1.72
Greater than 4.6 MTCO ₂ e per service population?	No

See Appendix A for CalEEMod results.

Consistent with the approved Specific Plan, the proposed Specific Plan would be required to include all mandatory green building measures for new developments under the CALGreen Code. Therefore, the proposed Specific Plan would be consistent with the Scoping Plan measures through incorporation of these stricter building and appliance standards.

Consistent with the approved Specific Plan, the proposed Specific Plan would implement many of the SCAG policies related to high-density, infill development that are focus on public transit opportunities. The proposed Specific Plan would involve the revitalization of an already developed urban area with infill development that would make use of the existing circulation and utility infrastructure. The proposed Specific Plan would also introduce high density residential uses, thus creating a mixed-use environment in which residents would benefit from nearby shopping and employment opportunities. The new development would be within walking distance of the Baldwin Park Metrolink station and other modes of public transportation, which would encourage users of the Specific Plan area to use public transportation, which would reduce GHG emissions.

Consistent with the approved Specific Plan, the proposed Specific Plan is consistent with most of the General Plan policies for the Downtown. The Specific Plan proposes to amend some General Plan land uses and zoning designations of parcels to implement the Specific Plan. As a result, the City would coordinate with SCAG to adjust the City’s households forecast in future updates to the RTP/SCS. Overall, the Specific Plan would not result in a conflict with the General Plan because the proposed Specific Plan is generally consistent with the goals and policies of the General Plan that aim at enhancing Downtown Baldwin Park by introducing mixed uses and creating a pedestrian-friendly environment.

Additionally, the proposed Specific Plan's project design feature that would implement electric vehicle charging stations would further reduce GHG emissions to below what was estimated. Operation of these charging stations is estimated to reduce VMT emissions by approximately 250 miles per day per parking spot serviced. Therefore, furthering the goals of the City, County and State to reduce GHG emissions through the reduction of VMT.

Implementation of the proposed Specific Plan would not hinder or adversely affect the statewide attainment of GHG emission reduction goals (as detailed by the emissions quantifications above), and would be consistent with the CARB Scoping Plan, the SCAG RTP/SCS and the City's General Plan. Therefore, impacts related to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs would be less than significant, which is consistent with the approved Specific Plan.

GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. As described above, when the amortized construction emissions are added to the proposed Specific Plan's operational emissions, the annual per service population GHG emissions for the proposed Specific Plan would be 1.72 MTCO₂e, which is less than the approved Specific's Plan of 3.78 MTCO₂e and would not exceed SCAQMD's proposed efficiency level of 4.6 MTCO₂e per year. Because GHGs are assessed in a cumulative context, and implementation of the Specific Plan would result in GHGs that would not exceed the threshold and would be less than the approved Specific Plan, cumulative impacts from the proposed Specific Plan would be less than significant. In addition, the proposed Specific Plan would be implemented in compliance with State mandates, such as the CALGreen Code, which would reduce GHG emissions. As a result, implementation of the proposed Specific Plan would not generate GHG emissions that would be cumulatively considerable, and cumulative impacts would be than significant, which is consistent with the approved Specific Plan.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to GHG emissions, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

9. Hazards and Hazardous Materials

The 2016 approved Specific Plan EIR determined that hazards and hazardous materials impacts from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.5, *Hazards and Hazardous Materials*, of the 2016 approved Specific Plan EIR). Moreover, during development the approved Specific Plan, hazardous materials in the form of paints, solvents, glues, roofing materials, and other common construction materials containing toxic substances may be transported to individual sites, and construction waste that possibly contains hazardous materials would be transported off site for purposes of disposal. Compliance with existing federal, state, and city regulations would minimize potential impacts from hazardous materials to a less than significant level.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with expansions to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and

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Downton Edge zoning districts. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban areas with residential, commercial, and industrial uses. As of 2015, one site within the proposed Specific Plan area has been listed on the Cortese list as an Active cleanup site (California Department of Toxic Substances Control [DTSC] 2021). However, the Baldwin Park site is part of the San Gabriel Valley Superfund Site, which is cleanup effort encompassing sites in the cities of Azusa, Irwindale, Baldwin Park, and West Covina. As the monitoring and cleanup process continues, potential impacts as a result of future development would be less than significant.

Development-related activities associated with the proposed Specific Plan would be similar to those of the approved Specific Plan, and would continue to be subject to provisions of the California Building Code, State and federal laws, and local policies to minimize or avoid potential impact caused by hazards and hazardous materials. In addition, applications submitted pursuant to the proposed Specific Plan would require individual project-level CEQA review, which would identify and require mitigation for potential site-specific impacts. Thus, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to hazards and hazardous materials and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to hazards and hazardous materials and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

10. Hydrology/Water Quality

The 2016 approved Specific Plan EIR determined that hydrology and water quality impacts from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.6, *Hydrology and Water Quality*, of the 2016 approved Specific Plan EIR). Construction and operation of future development under the implementation of the approved Specific Plan could result in discharges of hazardous materials, sediment, and stormwater that could contaminate downstream waters. However, implementation of the approved Specific Plan would include compliance with of required laws, permits, ordinances, and plans, including but not limited to MS4 Permit, Low Impact Development (LID), Standard Urban Stormwater Mitigation Plan (SUSMP), and Construction General Permit requirements, which would reduce impacts to hydrology and water quality to a less-than-significant level.

Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. Much like the approved Specific Plan, development of the proposed Specific Plan area would generate little or no increase in the runoff to the existing drainage system, since more than 90 percent of the Plan area is already covered in impervious surfaces. Therefore, implementation of the proposed Specific Plan would not directly trigger the need for upgrading the City’s existing storm drain major backbone facilities, and proposed standards

and requirements for percolation and on-site water retention for new development would stabilize and/or reduce runoff in the Plan area.

Furthermore, the proposed Specific Plan would include implementation of several policies and actions consistent with the goals and actions of the approved Specific Plan, such as those listed below.

- P1.10** Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the Downtown area.
- A1.10a** Continue to regularly update the City's capital improvement plan in order to effectively prepare for land use changes and new developments within the Downtown area.
- A1.10b** Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown area in response to changes in demands and land use patterns.
- P1.12** Utilize and maintain a robust stormwater conveyance system that protects the Downtown from flooding impacts and ensures that storm flows are efficiently routed to regional drainage.
- A1.12a** Continue to regularly update City capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements throughout Downtown.
- A1.12b** Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.
- Policy 1.13** Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.
- A1.13a** Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.
- A1.13b** Encourage the implementation of low impact design features for all new developments and redevelopments within Downtown.

Implementation of the proposed Specific Plan would not substantially increase impervious surface area, alter drainage patterns, or expose additional residents to flood-related hazards. As a result, the proposed project would not introduce new impacts or substantially increased impacts related to hydrology and flooding and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to hydrology and flooding, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

11. Land Use/Planning

The 2016 approved Specific Plan EIR determined that land use impacts resulting from development associated with the approved Specific Plan would be less than significant with no mitigation required (Section 3.7, *Land Use and Planning*, of the 2016 approved Specific Plan EIR). While the approved Specific Plan included changes in land use designations to match the area's land use context, including a Mixed-Use (MU-1) land use designation and an inter-connected pedestrian core, the changes would not have resulted in infrastructure or construction that would physically divide the community.

The following land use and planning goals, policies, and actions are derived directly from those of the approved Specific Plan, which aim to conserve the existing character and establish improved connectivity throughout the Downtown community and the proposed Plan area.

- P1.3** Conserve the commercial character and scale of the Downtown area, including, while creating places of enduring quality that are uniquely fit to their time and place.
 - A1.3a** Develop and adopt a form-based development code that supports existing commercial uses and encourages expansion while permitting infill development with context sensitive architecture, urban design, and landscaping.
 - A1.3b** Introduce new infill buildings and renovate existing buildings in a manner that enhances Downtown's walkable urbanism with interconnected streets lined by buildings that engage, frame, and activate the street.
- P1.4** Orient the new buildings and their frontages to the streets, parks, and open spaces and be respectful of the scale of the existing residential context.
 - A1.4** Develop and adopt a form-based development code that requires the highest standards of context sensitive architecture, urban design, and landscaping.
- P1.5** Remove regulatory and procedural barriers to good design.
 - A1.5** Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process
- P1.8** Provide high quality housing for current and future residents with a diverse range of income levels.
 - A1.8a** Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market.
 - A1.8b** Support workforce and market rate units that will expand and diversify Downtown's housing stock, and support growth in Downtown employment.
 - A1.8c** Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including single room occupancy, shared housing, co-housing, and cooperative-housing.

The proposed Specific Plan area is seven acres larger than that of the approved Specific Plan area, with some expansion to the north and south. The proposed Specific Plan would accommodate up to 1,745 total future residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts (as shown in Table 1). Under the

proposed Specific Plan, there may be some reduction in retail units as large-format retail is replaced with future mixed-use residential that is restructured for the urban downtown setting. However, similar to the approved Specific Plan, the expanded areas under the proposed Specific Plan would include future development of residential, commercial, and industrial uses within currently disturbed, developed urban areas. In addition, as described in Section 14, *Population/Housing*, the number of future housing units under the proposed Specific Plan would exceed SCAG's projections for population and housing. However, the additional development under the proposed Specific Plan would align with the Plan's goal of increasing the housing supply in the Downtown area, further assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur. Therefore, the proposed Specific Plan would not result in impacts related to conflict with existing population growth forecasts.

As part of the proposed Specific Plan "Development Code," Chapter 153 of the existing BPMC would be replaced by Chapter 153.110.051 to facilitate the continued development of the Downtown area. Compliance with updated zoning requirements listed therein would ensure that the housing subject to the proposed Specific Plan would be compatible with existing neighborhoods. Moreover, similar to the approved Specific Plan, future development of the proposed Specific Plan would require conditional use permits approved by the City and would be subject to the findings in BPMC, including that development is properly related to other land uses. Applications submitted pursuant to the proposed Specific Plan would also require individual project-level CEQA review, which would identify and require mitigation for potential site-specific impacts. As a result, the proposed Specific Plan would not introduce new or substantially increased impacts related to land use and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to land use, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

12. Mineral Resources

The 2016 approved Specific Plan area consists of developed urban area. No significant mineral deposits have been identified within the Specific Plan area (United States Geological Survey (USGS) 2014). As a result, the 2016 approved Specific Plan Initial Study determined that the approved Specific Plan would not cause a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan Initial Study). No impacts to mineral resources were found to occur.

Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban areas with residential, commercial, and industrial uses. In addition, as found in the approved Specific Plan EIR, the proposed Specific Plan area does not include significant mineral deposits (USGS 2021); nor would there be a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As a result, the proposed Specific Plan would

not introduce new impacts or substantially increased impacts related to mineral resources and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to mineral resources, and no mitigation measures are necessary.

Conclusion

No Impact (Same as Approved Specific Plan)

13. Noise

The 2016 approved Specific Plan EIR determined that noise and vibration-related impacts from new development under the approved Specific Plan could be divided into short-term impacts (i.e., those impacts related to construction activities) and long-term impacts (i.e., those impacts related to major operational noise sources such as traffic and transit). New development would comply with the City's existing noise standards and daytime construction hours permitted by the BPMC. However, under circumstances where construction sites within the approved Specific Plan area are located immediately adjacent to existing sensitive land uses, short-term construction noise impacts could still result in an increase in ambient noise level above standards despite implementation of Mitigation Measures NOI-6 through NOI-9 which would reduce construction noise impacts on existing sensitive receptors to the maximum extent feasible. Therefore, construction noise impacts were found to be significant and unavoidable (Section 3.8, *Noise and Vibration*, of the 2016 approved Specific Plan EIR).

In addition, new development under the approved Specific Plan was found to have less-than-significant impacts relating to operational noise with implementation of Mitigation Measure NOI-1 which would ensure that development located within 500 feet of the Metrolink line includes noise reduction measures in the design to comply with the City's interior noise standard of 45 CNEL (Section 3.8, *Noise and Vibration*, of the 2016 approved Specific Plan EIR). Short-term and long-term vibration impacts were determined to result in less than significant impacts related to structural damage and human annoyance with implementation of Mitigation Measures NOI-2 through NOI-8, as listed in this section, which would prohibit the use of construction equipment that generates high levels of vibration, ensure the safety of existing historic buildings located within the approved Specific Plan area, and ensure that future development located within 150 feet of the Metrolink line would not be exposed to a vibration level exceeding 75 VdB from trains traveling through the Baldwin Park Metrolink Station (Section 3.8, *Noise and Vibration*, of the 2016 approved Specific Plan EIR). Furthermore, the 2016 approved Specific Plan Initial Study determined that the approved Specific Plan would not result in impacts associated with the exposure of people residing or working in the approved Plan area to excessive noise levels associated with a public use airport or private airstrip as the approved Plan area is not located within any airport land use plan or near a private airstrip (see Appendix A of the 2016 approved Specific Plan EIR for approved Specific Plan Initial Study).

Measure NOI-1: City shall ensure that each development project that includes residential uses within 500 feet of the Metrolink line meets the City's the interior noise standards of 45 dBA CNEL and exterior standards per zoning designation, as provided by the City of Baldwin Park Municipal Code, Section 153.140.070. Upon receipt of a

development application that includes residential uses within 500 feet of the Metrolink line, the City Planning Division shall conduct a review of noise generation in the proposed development area and project features to be included to reduce noise levels to meet the City's Municipal Code requirements. Measures that can be taken may include, but are not limited to, the erection of noise walls, glass noise barriers, double pane windows, insulated doors, roofing, and siding, and landscaping.

- Measure NOI-2:** Approval of development permits shall ensure that the operation of construction equipment that generates high-levels of vibration, such as large bulldozers, loaded trucks, and caisson drills, shall be prohibited within 45 feet of existing residential structures and 35 feet of institutional structures during construction of the various new developments in the Specific Plan area. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects.
- Measure NOI-3:** Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of institutional structures during construction activities associated with the various new developments proposed in the Specific Plan area.
- Measure NOI-4:** Approval of development permits shall ensure that where a new development would be constructed adjacent to an existing historic building within the Specific Plan area, the project developer shall require by contract specifications that a certified structural engineer be retained to submit evidence that the operation of vibration-generating equipment associated with the new development would not result in any structural damage to the adjacent historic building. Contract specifications shall be included in the construction documents for the new development, which shall be reviewed by the City prior to issuance of a construction permit.
- Measure NOI-5:** Prior to City approval of developments including residential uses within the Specific Plan area that are located within 150 feet of the Metrolink line, the applicant shall be required to provide evidence to the City Planning Division that the residential uses of the mixed-use development would not be exposed to vibration levels exceeding 75 Vdb (0.02 in /sec PPV) from the Metrolink tracks. Where this vibration criteria is exceeded for a mixed-use development, the applicant must implement measures to reduce the vibration levels to below 75 VdB, which may include, but is not limited to, the design of adequate setback distances.
- Measure NOI-6:** The City shall ensure that project approvals within the Specific Plan area state that equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds). This shall be implemented through conduction of a preconstruction meeting between the City's job inspector(s) and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound mufflers on equipment, neighborhood notification, posted signs, etc.) are implemented. In addition, the City shall ensure that project approvals within the Specific Plan area

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require project applicants to designate a construction relations officer to enforce the construction noise minimization measures and serve as a liaison with surrounding residents and property owners and be responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.

Measure NOI-7: The City shall ensure that project approvals within the Specific Plan area include design measures to reduce the construction noise levels, which may include, but are not limited to, locating stationary construction equipment and construction staging as far from adjacent receptors as possible, muffling noisy activities with an enclosed temporary sheds, incorporating noise barriers/curtains, reduction in the amount of equipment that would operate concurrently at the development site, or other similar measures.

Measure NOI-8: The City shall ensure that project approvals within the Specific Plan area require that the use of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.

Measure NOI-9: If pile driving activity is determined to be required as part of the construction activities, then:

- Pile driving and other extreme noise generating activities shall be limited to between 8:00 am and 4:00 pm, Monday through Friday;
- Alternate "quiet" pile driving technology (such as pre-drilling of piles, use of vibratory or hydraulic equipment instead of impact pile drivers, the use of more than one pile driver to shorten the total pile driving duration) shall be implemented, where feasible, in consideration of geotechnical and structural requirements and conditions; and
- Neighbors within 300 feet of project construction involving pile-driving shall be notified at least 30 days in advance of pile-driving activities about the estimated duration of the activity.

Similar to the approved Specific Plan, the expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses. While there may be a reduction in commercial and industrial uses when compared to the approved Specific Plan and 912 units more than what was accounted for in the approved Specific Plan, the overall short-term and long-term noise and vibration sources associated with new development remain the same. Similar to the approved Specific Plan, development under the proposed Specific Plan would include development within currently disturbed, developed urban areas.

Construction noise levels under the proposed Specific Plan would result in a temporary increase in ambient noise levels in the vicinity of individual construction sites. As discussed in the 2016 approved Specific Plan EIR, the worst-case L_{eq} construction equipment noise levels associated with the various construction phases (e.g., ground clearing, excavation, foundations, erection, and finishing) is estimated to be approximately 89 dBA at a distance of 50 feet from the source. As with the approved Specific Plan, the proposed Specific Plan would adhere to the same regulation in the BPMC governing construction hours and existing City noise standards, as well as Mitigation Measures NOI-6 through NOI-9, to reduce construction noise. Nonetheless, under circumstances where construction sites within the Specific Plan area are located immediately adjacent to existing sensitive land uses, construction activities could result in an increase in ambient noise level above standards despite implementation of Mitigation Measures NOI-6 through NOI-9. Therefore, similar to the approved Specific Plan, temporary construction noise may be significant and unavoidable under the proposed Specific Plan.

The addition of 1,745 housing units would incrementally contribute to ambient noise levels from stationary (e.g., music, conversations) and mobile (i.e., vehicle trips) noise sources. Nonetheless, development would be required to comply with the City's Noise Control Ordinance, included in Chapter 130 of the BPMC, which regulates excessive noise sources in the city that cause unnecessary annoyance or physical discomfort. With respect to mobile noise sources, as discussed in Section 17, *Transportation*, the vehicle miles traveled (VMT) impacts under the proposed Specific Plan would be less than significant because the VMT per service population is estimated to decrease with buildout of the Specific Plan thereby resulting in fewer trips (i.e., mobile noise) when compared to buildout under existing land use designations.

Furthermore, as with the approved Specific Plan, new development under the proposed Specific Plan would adhere to Mitigation Measure NOI-1, which requires that residential development within 500 feet of the Metrolink line include noise reduction measures in the design to comply with the City's interior noise standard of 45 CNEL.

As with the approved Specific Plan, short-term and long-term vibration levels associated with new development under the proposed Specific Plan could result in structural damage to nearby buildings during site-specific construction activities or exposure to existing vibration levels in the event new development is located near a railroad. However, implementation of Mitigation Measures NOI-2 through NOI-8 prohibit the use of construction equipment that generates high levels of vibration, ensure the safety of existing historic buildings located within the proposed Specific Plan area, and ensure that future residential development located within 150 feet of the Metrolink line would not be exposed to a vibration level exceeding 75 VdB from trains traveling through the Baldwin Park Metrolink Station.

New development under the proposed Specific Plan would be exposed to intermittent noise levels from aircraft overflights, similar to buildout under the approved Specific Plan. However, the proposed Specific Plan area is not located within an airport's noise contours and development would not impact air traffic patterns. Therefore, similar to the approved Specific Plan, no noise impacts related to exposure of aircraft operations would occur under the proposed Specific Plan.

Compliance with existing State regulations, approved Specific Plan mitigation measures, regulations, and policies relating to noise, and requirements included in the BPMC would collectively reduce noise impacts associated with the approved Specific Plan. In addition, development projects under the proposed Specific Plan would require project-level CEQA review, which would further identify and require necessary mitigation for potential site-specific impacts related to construction and operational noise and vibration. As a result, development under the proposed Specific Plan would

not introduce new impacts or substantially increased impacts related to noise and vibration and would be consistent with the impact analysis provided in the 2016 approved Specific Plan EIR for the approved Specific Plan.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to noise, and no new mitigation measures are necessary.

Conclusion

Significant and Unavoidable (Same as Approved Specific Plan)

14. Population/Housing

The 2016 approved Specific Plan EIR determined that housing and population impacts from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.9, *Population and Housing*, of the 2016 approved Specific Plan EIR). The increases in population, number of units, and employment under implementation of the approved Specific Plan was found not to exceed the estimated projections on which the City has based plans related to provision of public services, utilities, and other amenities to maintain the quality of life it currently provides to its residents. Since the additional housing would be primarily in mixed-use and in-fill developments, the 2016 approved Specific Plan EIR concluded that implementation of the approved Specific Plan would not result in substantial displacement of existing residents or unplanned population growth in the Plan Area or surrounding communities.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansion to the north and south, and includes accommodation for up to 1,745 total future residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts (as shown in Table 1). Similar to the approved Specific Plan area, the expanded areas under the proposed Specific Plan would include currently disturbed, developed urban area with residential, commercial, and industrial uses. The improvements implemented under the proposed Specific Plan, just like the approved Specific Plan, would provide improved circulation and cohesion, and do not include any components that would displace existing residences or otherwise physically divide the community within the Plan area.

Under the proposed Specific Plan, future Citywide Regional Housing Needs Allocation (RHNA) units would be accommodated in the Downtown area at a faster pace than the rest of the City, and there may be some reduction in retail units as large-format retail is replaced with future mixed-use residential that is restructured for the urban downtown setting. Similar to the approved Specific Plan, individual project development applications submitted pursuant to the proposed Specific Plan would also require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts.

According to the California Department of Finance (DOF), the city has a current population of 75,935 persons and 18,075 housing units (DOF 2021). Based on the city's average household size of 4.35, the construction and operation of 1,745 housing units would accommodate a population of approximately 7,591 residents. This would increase the city's current population by approximately 10 percent to 83,526 residents. Furthermore, the development of 1,745 housing units would result

in an approximately 10 percent increase to 19,820 units when compared to the current housing supply.

Based on the 2045 forecasted population and household numbers from SCAG's 2020-2045 RTP/SCS and interpolation of these numbers for the year 2035, the forecasted population and housing for the horizon year of the proposed Specific Plan is expected to be 79,298 residents and 18,731 units (SCAG 2020). Therefore, compared to current demographics, implementation of 1,745 units under the proposed Specific Plan would surpass forecasted demographics for the year 2035 by 4,228 residents (based on a current population of 75,935) and 1,089 units (based on the current supply of 18,075 units). SCAG's Demographics and Growth Forecast anticipates that the City of Baldwin Park would accommodate 81,700 residents and 19,200 housing units by the year 2045 (SCAG 2020). However, the proposed Specific Plan would occur in already developed, urbanized areas within the city in the same manner as those analyzed in the approved Specific Plan, and would result in a net increase of approximately 7,591 residents over the 14-year build out period, which would bring the total population of the city to 83,526 by the year 2035. Therefore, the proposed Specific Plan would result in a population that exceeds SCAG's projections. The proposed Specific Plan would exceed 2035 projections by approximately five percent due to the addition of 1,745 new housing units.¹ However, the additional development under the proposed Specific Plan would align with the Plan's goal of increasing the housing supply in the Downtown area, further assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur. Furthermore, development under the proposed Specific Plan would not, by itself, be growth inducing since the city is already built-out and served by existing infrastructure. Therefore, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to population and housing and would be consistent with the impact analysis provided in the 2016 approved Specific Plan EIR for the approved Specific Plan. Impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to population and housing, and no mitigation measures are necessary.

Conclusion

Less Than Significant (Same as Approved Specific Plan)

15. Public Services

The 2016 approved Specific Plan EIR determined that public services impacts from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.10, *Public Services*, of the 2016 approved Specific Plan EIR). Implementation of the approved Specific Plan would result in an increase in residential and commercial development, and thus, would increase demand for fire and police protection services and facilities, school facilities, and recreation facilities. However, the 2016 approved Specific Plan EIR concluded that development of recreational facilities and parks as part of the approved Specific Plan would be able to accommodate the increase in demand. The approved Specific Plan also found that the projected population

¹ Implementation of 1,745 units under the proposed Specific Plan would surpass forecasted demographics for the year 2035 (i.e., 79,298) by 4,228 residents, or approximately five percent, based on a current population of 75,935.

increases could be accommodated by existing school capacity and existing fire, police, and other public services.

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansions to the north and south, and would include accommodation for up to 1,745 residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downton Edge zoning districts. Similar to the approved Specific Plan, the expanded areas under the proposed Specific Plan include previously disturbed, developed urban areas with residential, commercial, and industrial uses. In addition, as described in Section 14, *Population/Housing*, the number of future housing units under the proposed Specific Plan would exceed SCAG's projections for population and housing. However, the additional development under the proposed Specific Plan would align with the Plan's goal of increasing the housing supply in the Downtown area, further assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur. As a result, the proposed Specific Plan would not result in an increase in population above the approved Specific Plan such that new or expanded public service facilities would be required.

In addition, as with the approved Specific Plan, any individual development resulting from the proposed Specific Plan would be subject to performance and development standards, including new housing be near accessible transit and services, and be secondary to established primary uses. Given these performance standards, approval of permits would require individual project applicants to show that future housing would be established in locations where existing public services are available for future residents. As a result, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to public services and would be consistent with the impact analysis provided in the 2016 approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to public services, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

16. Recreation

The 2016 approved Specific Plan EIR determined that impacts to recreational facilities from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.10, *Public Services*, of the 2016 approved Specific Plan EIR). Implementation of the approved Specific Plan would result in an increase in residential and commercial development, and thus, would increase demand for recreation and park facilities. However, the 2016 approved Specific Plan EIR concluded that the projected population increases could be accommodated by the 10.1 acres of future park facilities included therein and would thus not result in substantial physical deterioration of such facilities.

As described in Sections 14, *Population/Housing*, and Section 15, *Public Services*, the number of future housing units under the proposed Specific Plan would exceed SCAG's projections for population and housing. However, the additional development under the proposed Specific Plan would align with the Plan's goal of increasing the housing supply in the Downtown area, further

assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur. As a result, the proposed Specific Plan would not result in an increase in population above the approved Specific Plan such that new or expanded recreation facilities would be required.

The proposed Specific Plan also includes development of additional future pocket parks, trails, and open spaces, as well as the renewal of the existing open space in front of City Hall. The proposed Specific Plan includes the following policies and actions regarding recreational resources:

- P1.1** Expand and maintain an enhanced, interconnected system of public parks, trails and open space in Downtown area.
 - A1.1a Introduce additional public spaces, such as promenade, neighborhood and pocket parks, plazas, and parklets on public land.
 - A1.1b Enhance and connect public parks, open spaces and trails serving residents and visitors, connecting existing parks and the other Downtown assets through paseos, promenades, trails, and enhanced sidewalks.
 - A1.1c Incentivize private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects.
 - A1.1d Coordinate public realm improvements with new development projects for efficiency and potential time and cost savings.
 - A1.1e Allow parklets on streets to provide visual interest and expand the useable area of the sidewalk.
- P1.2** Incorporate trees, green infrastructure, and shade strategies in the public realm design to support walking and cycling, and outdoor recreation and dining.
 - A1.2d** Continue to provide and identify funding for public bike racks and lockers.
 - A1.2e** Revise the Quimby Fee for Downtown projects to improve Downtown parks and public plazas and provide funding for development of cultural amenities.
 - A1.2f** Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities.
 - A1.2g** Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.

Implementation of these policies and actions would increase the overall capacity of recreational parks and open space within the proposed Specific Plan area and thereby could accommodate the increase in population caused by development of the proposed Specific Plan. Moreover, the additional proposed parks and open spaces would largely be implemented in place of existing, unused parking lots, which would improve the physical environment in the plan area.

As a result, the proposed project would not introduce new impacts or substantially increased impacts related to parks or recreation, and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to recreation, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

17. Transportation

The 2016 approved Specific Plan EIR determined that transportation impacts associated with implementation of the approved Specific Plan would be less than significant with implementation of Mitigation Measures TRAF-1 through TRAF-3 (Section 3.11, *Transportation and Traffic*, of the 2016 approved Specific Plan EIR). Mitigation Measures TRAF-1 through TRAF-3 (listed below) would implement street improvements within the existing Ramona Boulevard right-of-way that would improve the Level of Service (LOS) of both the Ramona Boulevard/Maine Avenue and Ramona Boulevard/Baldwin Park Boulevard intersections to LOS E. In addition, implementation of the approved Specific Plan would not conflict with plans and policies that address circulation.

TRAF-1 Intersection No. 1: Ramona Boulevard & Maine Avenue. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb-to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane.

TRAF-2 Intersection No. 1: Convert Maine Avenue between Pacific Avenue and Sterling Way to a one way (westbound) only roadway. This shall be achieved by the relocating of Maine Avenue to be located along the rear of the commercial uses fronting on Ramona Boulevard between Pacific Avenue and Sterling Way.

TRAF-3 Intersection No. 13: Ramona Boulevard & Baldwin Park Boulevard. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane.

Similar to the approved Specific Plan, development under the proposed Specific Plan would occur in highly disturbed, developed urban areas. As described in Section 14, *Population/Housing*, and Section 15, *Public Services*, the number of future housing units under the proposed Specific Plan would exceed SCAG's projections for population and housing. However, the additional development under the proposed Specific Plan would align with the Plan's goal of increasing the housing supply in the Downtown area, further assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur.

Vehicle Miles of Travel (VMT) was not used to address transportation impacts in the 2016 approved Specific Plan. However, changes in state law under SB 743 now require the use of VMT instead of LOS as the metric to evaluate transportation impacts in CEQA documents. Nonetheless, for

informational purposes, the Transportation Study (Appendix B) evaluates existing LOS conditions for select intersections in the Specific Plan area.

The City has adopted the San Gabriel Valley Council of Governments (SGVCOG) regional model VMT Baselines and Thresholds of Significance in order to analyze the transportation impacts of the proposed Specific Plan, and the new CEQA transportation impact thresholds are consistent with the principles, objectives, and standards of the City's General Plan. According to the VMT Baselines and Thresholds of Significance, a project would have a significant impact if the VMT rate for the plan would exceed 15 percent below the applicable baseline VMT rate. Project-generated VMT was determined under the 2040 horizon to account for development under the proposed Specific Plan. The model indicates that the threshold is 29.2 VMT, and development of the proposed Specific Plan would result in 24.5 VMT in the 2040 horizon year. Therefore, the VMT per service population is estimated to decrease with buildout of the proposed Specific Plan thereby resulting in fewer trips (i.e., mobile noise) when compared to buildout under existing land use designations, and VMT impacts would be less than significant. Additionally, a cumulative impact would occur if there would be a net increase in total regional VMT. The total VMT in the SGVCOG region in the horizon year 2040 without the proposed Specific Plan would be 99,899,334. With the proposed Specific Plan, the total VMT for the region would be 99,904,585. Therefore, there would be an increase in total VMT of 5,250. However, the Specific Plan would provide for reduced parking, narrower streets, buffered bicycle lanes, widened sidewalks, and better transit access in the Specific Plan area, which would promote pedestrian and bicycle travel and the use of transit. As discussed in the Transportation Study (Appendix B), improvements to the transportation network and new land uses associated with the Specific Plan would be consistent with Measure T-3 (Provide Transit-Oriented Development) of the California Air Pollution Control Officers Association's (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, and therefore could have a reduction in excess of 38,000 VMT. Applying this reduction indicates the Specific Plan would not result in an increase in the regional VMT. Furthermore, with the implementation of Mitigation Measures TRAF-1, TRAF-2, and TRAF-3 under the approved Specific Plan, cumulative transportation impacts would be reduced to a less than significant level.

As with the approved Specific Plan, individual projects under the proposed Specific Plan would be required to comply with performance standards that would limit any new traffic impacts. Compliance with these requirements would ensure that future residential units approved pursuant to the proposed Specific Plan would not generate traffic beyond the capacity of the neighborhood in which they are established, conflict with applicable policies or regulations related to circulation, create significant traffic hazards, or impede emergency access. The Specific Plan would continue to be served by commuter rail (MetroLink) and multiple local and regional bus routes, which provide regional connectivity by transit. In addition, bicycle and pedestrian improvements would improve connectivity to the MetroLink station. With mobility hubs providing improved circulation and connectivity for all modes of transportation, including MetroLink, pedestrian, and bicycle access, future residents in the new housing would be more likely to use alternative modes of transportation, or public means, and not own cars that would cause an increase in traffic on roadways in the Plan area. As part of the proposed Specific Plan, a Parking Management Plan would also be included to promote the use of other transportation services and incentives to reduce the parking demand for office, residential, and retail uses in the project area. Furthermore, circulation improvements associated with the Specific Plan would be subject to review and future consideration by the City's Public Works engineering staff. Individual projects under the proposed Specific Plan would require an evaluation of the roadway alignments, intersection geometrics, and

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traffic control features. In addition, roadway improvements would be completed in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines in the *California Manual of Uniform Traffic Control Devices* and the California Department of Transportation's *Roadway Design Manual* such that no hazardous circulation conditions are created as a result of implementation of the Specific Plan.

Therefore, the proposed Specific Plan would not result in new or substantially more severe impacts to transportation, and the proposed project would therefore be consistent with the 2016 approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to transportation, and no new mitigation measures are necessary.

Conclusion

Less than Significant Impact with Mitigation (Same as Approved Specific Plan)

18. Tribal Cultural Resources

Because Tribal Cultural Resources was added to the CEQA Guidelines as a separate environmental issue area in December 2018, the approved Specific Plan EIR does not include a chapter or section dedicated to analysis of impacts to tribal cultural resources. Development under the approved Specific Plan could adversely affect cultural resources, including through construction activities that could result in the disturbance of undiscovered archaeological or tribal cultural resources during grading or other on-site excavation activities. However, it does analyze general impacts to cultural resources (including archaeological resources that may originate from Native American tribes) in Section 3.3, *Cultural Resources*, of the 2016 approved Specific Plan EIR and concludes that impacts would be less than significant with implementation of Mitigation Measure CUL-1.

In addition, the 2016 approved Specific Plan EIR did not discuss compliance with Assembly Bill 52 (AB 52), which was approved in 2014 and requires lead agencies to complete consultation with California Native American Tribes regarding proposed projects, because it was approved after adoption of the approved Specific Plan. However, all individual new housing projects subject to the proposed Specific Plan would be subject to individual project-level CEQA review and would thus be required to meet the requirements of AB 52; the City of Baldwin Park would be required to notify tribes of pending projects and complete consultation when requested by tribes. Therefore, impacts to tribal cultural resources would be less than significant with mitigation incorporated.

The following mitigation measure is listed in the approved Specific Plan EIR and is relevant to the proposed Specific Plan.

Measure CUL-1 During project-level construction, should subsurface archaeological resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent or additional archaeological resources. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest,

appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in prehistoric or tribal resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.

Development of the proposed Specific Plan would require the incorporation of Mitigation Measure CUL-1 (noted above) from the approved Specific Plan. In addition, when the City of Baldwin Park staff review permit applications for individual future projects, they may include other conditions of approval, including standard conditions that require specific protection measures if evidence of tribal artifacts or remains are known to exist or found at an individual project site. Compliance with these mitigation measures would ensure that impacts to tribal cultural resources would be less than significant. Therefore, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to tribal cultural resources and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to tribal cultural resources, and no new mitigation measures are necessary.

Conclusion

Less than Significant Impact with Mitigation (Same as Approved Specific Plan)

19. Utilities/Service Systems

The 2016 approved Specific Plan EIR determined that utilities and service systems impacts from implementation of the approved Specific Plan would be less than significant with no mitigation required (Section 3.12, *Utilities and Service Systems*, of the 2016 approved Specific Plan EIR). Implementation of the approved Specific Plan would create an increase in residential mixed-use development, and thus, an increase in population in Baldwin Park. However, the approved Specific Plan EIR concluded that the projected population increases could be accommodated by existing facilities: the increase in wastewater generation would be well within the capacity of San Jose Creek Water Reclamation Plant (SJCWRP) average dry-weather flow, additional solid waste would be within the maximum tonnage the Azusa Land Reclamation Management Facility can accommodate, existing water infrastructure provided by the Valley County Water District (VCWD) would be able to accommodate the increase in demand, and Southern California Edison (SCE) would not require construction of major new power lines or power facilities to provide capacity to serve the additional population.

Downtown Baldwin Park Specific Plan

The proposed Specific Plan area is seven acres larger than the approved Specific Plan area, with some expansion to the north and south, and includes accommodation for up to 1,745 future residential units and 186,981 SF of non-residential uses within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts (as shown in Table 1). The expanded areas include previously disturbed, developed urban area with residential, commercial, and industrial uses and thereby would be able to utilize existing utility infrastructure with the same providers outlined in the approved Specific Plan. In addition to the policies and actions regarding water and stormwater discussed in Section 10, *Hydrology and Water Quality*, the proposed Specific Plan includes the following policies and actions related to sewage, electricity, and natural gas:

- P1.11 Ensure that wastewater in the Downtown area is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.
 - A1.11a Continue to regularly update the City’s capital improvement plan to effectively prepare for sewer flows generated as a result of land use changes and new developments throughout Downtown.
 - A1.11b Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown in response to changes in demands land use patterns and aging infrastructure.
- P1.14 Ensure that all Downtown residents and businesses are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.
 - A1.14 Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner.

Upgrades to existing utility infrastructure to meet capacity demands would be determined on a case-by-case basis by the utility provider. However, similar to the approved Specific Plan, it is anticipated that construction of major new power lines or facilities would not be required under the proposed Specific Plan.

Under the proposed Specific Plan, there may be some reduction in retail units as large-format retail is replaced with mixed-use residential that is restructured for the urban downtown setting in a similar manner as those analyzed in the approved Specific Plan. As described in Section 14, *Population/Housing*, and Section 15, *Public Services*, the number of future housing units under the proposed Specific Plan would exceed SCAG’s projections for population and housing. However, the additional development under the proposed Specific Plan would align with the Plan’s goal of increasing the housing supply in the Downtown area, further assist in addressing the existing housing crisis, and would be subject to existing State regulations to ensure substantial or unplanned growth would not occur. As a result, the proposed Specific Plan would not introduce new impacts or substantially increased impacts related to utilities and other service systems and would be consistent with the impact analysis provided in the 2016 approved Specific Plan EIR for the approved Specific Plan. Impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to utilities and service systems, and no mitigation measures are necessary.

Conclusion

Less than Significant Impact (Same as Approved Specific Plan)

20. Wildfire

This environmental issue area was not included in the CEQA Guidelines Appendix G, Environmental Checklist Form, at the time of preparation of the 2016 approved Specific Plan EIR, and therefore, was not assessed as an individual issue area. However, the 2016 approved Specific Plan EIR addressed some potential for impacts associated with public exposure to wildland fires in Section 3.6, *Hazards and Hazardous Materials*, of the Initial Study for the 2016 approved Specific Plan EIR. Because the approved Specific Plan is not located within a designated Very High Fire Hazard Severity Zone (VHFHSZ), Section 3.6 determined that no impact would occur as a result of wildfire risk.

Similar to the area of the approved Specific Plan, the expanded area for the proposed Specific Plan includes urbanized development with residential, commercial, and industrial uses. Furthermore, development under the proposed Specific Plan would not be located within a designated VHFHSZ and would occur in already-developed urban areas in the same manner as those analyzed in the approved Specific Plan (CalFire 2021). Since the new housing would be located on developed lots with established primary uses and connections to transit and services, they would not require the installation of new infrastructure such as roads, which could exacerbate fire risk.

Similar to the approved Specific Plan, individual project applications for housing under the proposed Specific Plan would also be reviewed by the Los Angeles County Fire Department (LACFD), which provides fire protection for the City of Baldwin Park, for compliance with applicable emergency response plans and requirements to reduce fire hazards. If deemed necessary, the LACFD may also include conditions of approval, including requirements to reduce fire hazards. Therefore, the proposed project would not introduce new impacts or substantially increased impacts related to wildfire and would be consistent with the impact analysis provided in the approved Specific Plan EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to wildfire hazards, and no mitigation measures are necessary.

Conclusion

No Impact (Same as Approved Specific Plan)

4 Conclusion

As discussed in detail in the preceding sections, potential impacts associated with the proposed project are consistent with potential impacts characterized and mitigated for in the 2016 approved Specific Plan EIR. Substantive revisions to the 2016 approved Specific Plan EIR are not necessary because no new significant impacts or impacts of substantially greater severity than previously described would occur as a result of the proposed Specific Plan. Therefore, the following determinations have been found to be applicable:

- No further evaluation of environmental impacts is required for the proposed project;
- No Subsequent EIR is necessary per CEQA Guidelines Section 15162; and
- This Addendum is the appropriate level of environmental analysis and documentation for the proposed project in accordance with CEQA Guidelines Section 15164.

Pursuant to CEQA Guidelines Section 15164(c), this Addendum will be included in the public record for the approved Specific Plan. Documents related to this Addendum will be available at the City of Baldwin Park Planning Division located at 14403 Pacific Avenue, Baldwin Park, California 91706.

5 References and Preparers

References

Baldwin Park, City of. April 2015. Downtown TOD Specific Plan Project Draft Environmental Impact Report. Available at: <https://www.baldwinpark.com/docssidemenu/community-development/planning/specific-plans/downtown-tod-specific-plan/2007-baldwin-park-tod-sp-deir-web-1/file>

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List of Preparers

This Addendum was prepared by Rincon Consultants, Inc. under contract to the City of Baldwin Park. Persons and firms involved in data gathering, analysis, project management, and quality control include:

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Appendix A

CalEEMod Data Sheets

Downtown Baldwin Park Specific Plan Assumptions

The analysis consists of an update to an existing approved project.
Notes: CalEEMod has been updated from the the previous analysis.

CalEEMod Inputs that are not modeling defaults:

Project Location	County
	Los Angeles - SCAQMD
Climate Zone	9
Operational Year (Buildout)	2035
Construction Year	2021
Utility Company	Southern California Edison

Project Comparison

	Approved	DU/SF	Proposed %SF	Acers	Change	
Site Area	115 AC	122		AC	7 AC	
#Units	833	1,745	90.32%	110.19	912	Mid Rise Apartm
Non-Residential	289,135 sf	186,981		sf	-102,154 sf	
General Light Industry	3.00%	5,610	0.29%	0.35		
General Office	5.89%	11,005	0.57%	0.69		
Strip Mall	77.48%	144,864	7.50%	9.15		
Restaurant	13.64%	25,501	1.32%	1.61		

Land use for the proposed project is modeled keeping the percentage of land use types identical to what was in the 2016 EIR. Acreage for each landuse type estimated based to total building square footage.

Downtown Baldwin Park Specific Plan Assumptions

Population	3665	7,591	8,346 sp
total		83,526	204,644
%Increase		10	74,695,031
SCAG Projection (2035)		81,700	
Employees	755	488	
Total			
% Increase			

Note: Employees for Proposed SP based on percentage of square feet constructed.

Construction Assumptions

Qualitative Construction Analysis.

Operational Assumptions Transportation

CalEEMod Defaults used. Transportation VMT provided Regional values not applicable to the project level analysis. Trip rates are consistent with the 10th edition ITE values which are used in CalEEMod..

Downtown Baldwin Park Specific Plan Assumptions

Area Default Values used, revised fireplaces to remove wood fireplace use as that is not allowed under SCAQMD regulations.

	Default	Revised
Gas Fireplaces	1483.25	1557.4125
No Fireplace	174.5	187.5875
Wood	87.25	
Total Units	1745	
% total units	0.85	

Energy Use

Electricity Provider SCE
Proposed to use Default Values

	Existing 2008	Proposed 2019
Title 24 Compliance		

Water Use

Proposed to use Default Values

Wastewater Revised in updated analysis to remove emissions from septic.

	Septic	Aerobi Lagoons		
	10.33	87.5	2.21	
		0.98		
		10.1	0.2066	
		97.6	2.42	100

Solid Waste

Proposed to use Default Values

Downtown Baldwin Park Specific Plan Original Approved Emissions Summary

Table 5 Project Daily Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	31.52	0.8	69.83	0	1.41	1.4
Energy	0.57	5.04	3.46	0.03	0.39	0.39
Mobile	30.94	66.17	310.81	1.24	78.14	22.07
Project Total	63.03	72.01	384.1	1.27	79.94	23.86

2016 EIR Appendix B

Table 8 Combined Annual Emissions MT CO₂e/year

Emissions Source	MT
Construction	300.85
Operational	
Area	199
Energy	3,786.56
Mobile	14,215.25
Solid Waste	843.31
Water	204.49
Total	19,549.46
Existing Uses	2835.76
	16,713.70
Service Population	4420
CO ₂ e/SP	3.78138

Downtown Baldwin Park Specific Plan Revised Project Analysis

Document Table 5 - Summarized Project Daily Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	46	2	140	0	1	1
Architectural Coating	3	0	0	0	0	0
Consumer Products	38	0	0	0	0	0
Hearth	0	0	0	0	0	0
Landscaping	4	2	140	0	1	1
Energy	1	7	4	0	1	1
Mobile	25	23	182	0	84	22
Project Total	72	32	326	0	85	24
<i>SCAQMD Thresholds</i>	55	55	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Approved	63	72	384	1	80	24
Change with PDFs	9	-40	-59	-1	5	0
2016 Existing	18	18	18	18	18	18
Net from 2016 Existing	64	37	335	1	73	21
Net from 2016 Existing with PDFs	54	14	308	-18	67	6
	No	No	No	No	No	No

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

Localized Emissions

Emissions Source	Estimated Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area	1	47	0	0
Energy	2	1	0	0
Project Total	3	48	0	0
<i>SCAQMD Thresholds</i>	69	535	2	1
Threshold Exceeded?	No	No	No	No

3 Plan Areas

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

*Assumes 1/3 of the emissions are "local" to any one receptor

Downtown Baldwin Park Specific Plan Revised Project Analysis

Expanded Project Daily Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	49	28	155	0	3	3
Architectural Coating	3	0	0	0	0	0
Consumer Products	38	0	0	0	0	0
Hearth	3	26	11	0	2	2
Landscaping	4	2	143	0	1	1
Energy	1	7	4	0	1	1
Mobile	32	29	295	1	84	23
Project Total	81	64	453	1	87	26
<i>SCAQMD Thresholds</i>	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
PDF - 1 - No Fireplaces	0	0	0	0	0	0
PDF - 2 - Electric Landscaping Equipment	4	2	140	0	1	1
PDF - 3 - EV Charging Stations	-6.137797834	-6.015704968	-113.0317686	-0.356805876	-0.173929708	-0.160159176
Project Total	72.0933	31.6172	325.5788	0.3358	85.1400	23.8177
<i>SCAQMD Thresholds</i>	55	55	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Approved	63	72	384	1	80	24
Change No PDFs	18	-8	69	0	8	2
Change with PDFs	9	-8	69	0	8	2
2016 Existing	18	27	118	0	14	5
Net from 2016 Existing	64	37	335	1	73	21
Net from 2016 Existing with PDFs	54	5	208	0	71	19
	No	No	No	No	No	No

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

Downtown Baldwin Park Specific Plan Revised Project Analysis

Document Table 8 Combined Annual Emissions MT CO₂e/year

Emissions Source	Project Emissions
Construction	301
Operational	
Area	459
Energy	3,330
Mobile	11,416
Solid Waste	641
Water	586
Total	16,733
Approved	19,549
Change	-2,816
Existing Emissions	2,836
Total Net Increase	13,897
Service Population	8,079
CO ₂ e/SP	1.72
Greater than 4.6 MTCO ₂ e per service population?	No

Downtown Baldwin Park Specific Plan Revised Project Analysis

Energy Comparison			
	Original	Revised	Difference
Energy	3,787	3,330	-456
Water	204	586	382
Total Energy	3,991	3,916	-75
Mobile	14,215	11,416	-2,800

Downtown Baldwin Park Specific Plan Project Design Features

- PDF-1 Residential development under the proposed Specific Plan would not allow gas or propane fireplaces to be developed.
- Modeled in CalEEMod
- PDF - 2 All new development under the proposed Specific Plan would incorporate outdoor electrical outlets to accommodate the use of electric landscape equipment.
-Modeled in CalEEMod
- PDF - 3 As part of the proposed Specific Plan, a minimum of 150 electric charging stations which would provide service to 300 parking spots, would installed throughout the Specific Plan area. Electric vehicle charging stations may be installed on the specific project site or, through coordination with the City, can be installed in other public parking areas within the City.

Installation of EV Charging Stations (onsite or offsite)

Annual VMT Reduction per charging Station ¹	91,250 miles/charging station/year)	
Number of Chargers ²	1	300
Annual VMT Reduction All Stations (based on Charge)	91,250	27,375,000 miles/year
VMT Reduction Per Day	250	75,000

lbs Reduction per mile

Total Annual VMT	39,655,860
% Car	0.787038
Car VMT	31,210,669
Car VMT per day	85,509

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
	lb/day									
	6.9978	6.8586	128.8693	0.4068	80.4777	0.1983	80.676	21.0326	0.1826	21.2152
lbs/mile	8.18373E-05	8.0209E-05	0.00150709	4.75741E-06	0.00094116	2.31906E-06	0.00094348	0.00024597	2.1355E-06	0.00024811
Emissions per Charging Station Saved	0.020459326	0.02005235	0.37677256	0.001189353	0.23529102	0.000579766	0.23587079	0.06149259	0.00053386	0.06202645
Emissions Saved for PDF	6.137797834	6.01570497	113.031769	0.356805876	70.5873064	0.173929708	70.7612361	18.447776	0.16015918	18.6079352

¹ Annual VMT reduction estimated based on an estimate of ten hours of charge time for a Level 2 charging station that charges at a rate of 25 driving range per hour.

² Number of charging stations based on Needed Reductions

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD
MFR	0.521751	0.069666	0.195621	0.127727	0.025243	0.00747	0.011807

Land Use	HHD	OBUS	UBUS	MCY	SBUS	MH
MFR	0.007489	0.00093	0.00055	0.027635	0.000756	0.003356

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

Baldwin Park Addendum - Operational Only

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
General Office Building	11.01	1000sqft	1.00	11,005.00	0
Strip Mall	144.86	1000sqft	9.00	144,864.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation -

Vehicle Trips - See Assumptions

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	1.00
tblConstructionPhase	PhaseEndDate	9/23/2022	12/20/2021
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	3.33	9.00
tblLandUse	LotAcreage	0.59	1.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

2.0 Emissions Summary

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	30.8507	28.5559	293.8327	0.6124	83.5831	0.3579	83.9411	22.2718	0.3333	22.6051		67,510.5986	67,510.5986	4.7332	2.8625	68,481.9471
Total	487.8785	66.8953	900.9070	1.5354	83.5831	65.2765	148.8596	22.2718	65.2519	87.5237	6,046.9136	108,567.5153	114,614.4289	5.7620	4.1440	115,993.3875

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	49.0593	27.7071	154.5636	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.9117	33,516.9117	0.8843	0.6097	33,720.7171
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	30.8507	28.5559	293.8327	0.6124	83.5831	0.3579	83.9411	22.2718	0.3333	22.6051		67,510.5986	67,510.5986	4.7332	2.8625	68,481.9471
Total	80.7705	63.7185	452.2728	0.8333	83.5831	3.8572	87.4404	22.2718	3.8326	26.1044	0.0000	110,415.1624	110,415.1624	5.7974	3.6443	111,646.1023

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	83.44	4.75	49.80	45.73	0.00	94.09	41.26	0.00	94.13	70.17	100.00	-1.70	3.66	-0.61	12.06	3.75

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

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	30.8507	28.5559	293.8327	0.6124	83.5831	0.3579	83.9411	22.2718	0.3333	22.6051		67,510.59 86	67,510.59 86	4.7332	2.8625	68,481.94 71
Unmitigated	30.8507	28.5559	293.8327	0.6124	83.5831	0.3579	83.9411	22.2718	0.3333	22.6051		67,510.59 86	67,510.59 86	4.7332	2.8625	68,481.94 71

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,208.48	8,208.48	8208.48	28,049,623	28,049,623
General Light Industry	35.15	35.15	35.15	155,664	155,664
General Office Building	109.36	109.36	109.36	352,288	352,288
High Turnover (Sit Down Restaurant)	1,770.30	1,770.30	1770.30	2,412,626	2,412,626
Strip Mall	4,577.12	4,577.12	4577.12	8,708,412	8,708,412
Total	14,700.42	14,700.42	14,700.42	39,678,613	39,678,613

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
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	49.0593	27.7071	154.5636	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.91 17	33,516.91 17	0.8843	0.6097	33,720.71 71
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.913 6	31,669.26 47	37,716.17 83	0.8489	1.1094	38,068.00 23

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.913 6	31,410.00 00	37,456.91 36	0.6020	1.1094	37,802.56 58
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.913 6	31,669.26 47	37,716.17 83	0.8489	1.1094	38,068.00 23

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.0486	26.0518	11.0859	0.1663		2.1063	2.1063		2.1063	2.1063	0.0000	33,257.64 71	33,257.64 71	0.6374	0.6097	33,455.28 06
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	49.0593	27.7071	154.5635	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.91 17	33,516.91 17	0.8843	0.6097	33,720.71 71

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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

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Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.01	1000sqft	1.00	11,005.00	0
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
Strip Mall	144.86	1000sqft	9.00	144,864.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Vehicle Trips - See Assumptions

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation - See Assumptions for PDF development

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

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	200.00	1.00
tblLandUse	LandUseSquareFeet	11,010.00	11,005.00
tblLandUse	LandUseSquareFeet	25,500.00	25,501.00
tblLandUse	LandUseSquareFeet	144,860.00	144,864.00
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.59	1.50
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	3.33	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60

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

tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

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 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	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	30.8346	28.5404	293.6721	0.6121	83.5352	0.3577	83.8929	22.2590	0.3332	22.5922		67,472.1149	67,472.1149	4.7306	2.8609	68,442.9340
Total	487.8624	66.8799	900.7465	1.5351	83.5352	65.2763	148.8114	22.2590	65.2517	87.5107	6,046.9136	108,529.0316	114,575.9452	5.7594	4.1424	115,954.3744

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	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	30.8346	28.5404	293.6721	0.6121	83.5352	0.3577	83.8929	22.2590	0.3332	22.5922		67,472.1149	67,472.1149	4.7306	2.8609	68,442.9340
Total	74.8736	37.6174	437.5789	0.6664	83.5352	1.7304	85.2656	22.2590	1.7059	23.9649	0.0000	77,111.2466	77,111.2466	5.1457	3.0330	78,143.7296

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	84.65	43.75	51.42	56.59	0.00	97.35	42.70	0.00	97.39	72.61	100.00	28.95	32.70	10.66	26.78	32.61

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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

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	30.8346	28.5404	293.6721	0.6121	83.5352	0.3577	83.8929	22.2590	0.3332	22.5922		67,472.11 49	67,472.11 49	4.7306	2.8609	68,442.93 40
Unmitigated	30.8346	28.5404	293.6721	0.6121	83.5352	0.3577	83.8929	22.2590	0.3332	22.5922		67,472.11 49	67,472.11 49	4.7306	2.8609	68,442.93 40

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,201.50	8,201.50	8201.50	28,025,771	28,025,771
General Light Industry	35.17	35.17	35.17	155,763	155,763
General Office Building	109.44	109.44	109.44	352,555	352,555
High Turnover (Sit Down Restaurant)	1,770.21	1,770.21	1770.21	2,412,496	2,412,496
Strip Mall	4,577.58	4,577.58	4577.58	8,709,274	8,709,274
Total	14,693.90	14,693.90	14,693.90	39,655,860	39,655,860

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

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	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

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

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0896	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782		251.4797	251.4797	0.2351		257.3575
Total	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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

Baldwin Park Addendum - Operational Only - (Car VMT Only)

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.01	1000sqft	1.00	11,005.00	0
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
Strip Mall	144.86	1000sqft	9.00	144,864.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Vehicle Trips - See Assumptions

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation - See Assumptions for PDF development

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

Vehicle Emission Factors - Non car set to 0 to determine VMT reductions for car charging stations

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	200.00	1.00
tblLandUse	LandUseSquareFeet	11,010.00	11,005.00
tblLandUse	LandUseSquareFeet	25,500.00	25,501.00
tblLandUse	LandUseSquareFeet	144,860.00	144,864.00
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.59	1.50
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	3.33	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	6.92	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.6720e-003	0.00
tblVehicleEF	HHD	947.23	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00

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

tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.64	0.00
tblVehicleEF	HHD	2.43	0.00
tblVehicleEF	HHD	2.34	0.00
tblVehicleEF	HHD	2.1940e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0990e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	0.46	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.2000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.7500e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	0.53	0.00
tblVehicleEF	HHD	2.0000e-006	0.00

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

tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.2000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	6.83	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.2320e-003	0.00
tblVehicleEF	HHD	935.33	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.37	0.00
tblVehicleEF	HHD	2.30	0.00
tblVehicleEF	HHD	2.34	0.00
tblVehicleEF	HHD	1.9410e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.8570e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	8.7000e-005	0.00

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

tblVehicleEF	HHD	0.49	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.1000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.6400e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	8.7000e-005	0.00
tblVehicleEF	HHD	0.56	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.1000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	7.05	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.7540e-003	0.00
tblVehicleEF	HHD	963.66	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.01	0.00
tblVehicleEF	HHD	2.38	0.00
tblVehicleEF	HHD	2.34	0.00

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

tblVehicleEF	HHD	2.5440e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.4340e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	0.42	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9030e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	0.49	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	LHD1	3.5490e-003	0.00
tblVehicleEF	LHD1	1.8130e-003	0.00

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

tblVehicleEF	LHD1	6.2970e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.75	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.67	0.00
tblVehicleEF	LHD1	7.4900e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.0790e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.9200e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00

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

tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00
tblVehicleEF	LHD1	8.6000e-005	0.00
tblVehicleEF	LHD1	1.0790e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.9200e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	3.5570e-003	0.00
tblVehicleEF	LHD1	1.8300e-003	0.00
tblVehicleEF	LHD1	6.0830e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.72	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.62	0.00
tblVehicleEF	LHD1	7.5000e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.16	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00

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

tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.6130e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	1.0920e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00
tblVehicleEF	LHD1	8.5000e-005	0.00
tblVehicleEF	LHD1	1.6130e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	1.0920e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	3.5480e-003	0.00
tblVehicleEF	LHD1	1.8090e-003	0.00
tblVehicleEF	LHD1	6.3410e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00

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

tblVehicleEF	LHD1	0.76	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.68	0.00
tblVehicleEF	LHD1	7.4900e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.0420e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.5400e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00

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

tblVehicleEF	LHD1	8.6000e-005	0.00
tblVehicleEF	LHD1	1.0420e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.5400e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD2	2.3940e-003	0.00
tblVehicleEF	LHD2	1.9170e-003	0.00
tblVehicleEF	LHD2	3.8990e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.46	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00
tblVehicleEF	LHD2	6.22	0.00
tblVehicleEF	LHD2	1.5590e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.18	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00

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

tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00
tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	6.4000e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	4.9300e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.2000e-005	0.00
tblVehicleEF	LHD2	6.4000e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.9300e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	2.3990e-003	0.00
tblVehicleEF	LHD2	1.9260e-003	0.00
tblVehicleEF	LHD2	3.7670e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.44	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00

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

tblVehicleEF	LHD2	6.19	0.00
tblVehicleEF	LHD2	1.5610e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.17	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00
tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	9.5300e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	6.7500e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.1000e-005	0.00
tblVehicleEF	LHD2	9.5300e-004	0.00
tblVehicleEF	LHD2	0.02	0.00

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

tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	6.7500e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	2.3930e-003	0.00
tblVehicleEF	LHD2	1.9140e-003	0.00
tblVehicleEF	LHD2	3.9260e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.46	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00
tblVehicleEF	LHD2	6.23	0.00
tblVehicleEF	LHD2	1.5590e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.18	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00

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

tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	6.0800e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	4.7000e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.2000e-005	0.00
tblVehicleEF	LHD2	6.0800e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.7000e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	MCY	0.38	0.00
tblVehicleEF	MCY	0.23	0.00
tblVehicleEF	MCY	17.86	0.00
tblVehicleEF	MCY	8.76	0.00
tblVehicleEF	MCY	224.86	0.00
tblVehicleEF	MCY	57.06	0.00
tblVehicleEF	MCY	0.07	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	1.13	0.00
tblVehicleEF	MCY	0.26	0.00
tblVehicleEF	MCY	0.01	0.00

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

tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.09	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	0.65	0.00
tblVehicleEF	MCY	2.57	0.00
tblVehicleEF	MCY	0.43	0.00
tblVehicleEF	MCY	1.74	0.00
tblVehicleEF	MCY	2.2250e-003	0.00
tblVehicleEF	MCY	5.6500e-004	0.00
tblVehicleEF	MCY	1.09	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	0.65	0.00
tblVehicleEF	MCY	3.22	0.00
tblVehicleEF	MCY	0.43	0.00
tblVehicleEF	MCY	1.90	0.00
tblVehicleEF	MCY	0.37	0.00
tblVehicleEF	MCY	0.20	0.00
tblVehicleEF	MCY	17.27	0.00
tblVehicleEF	MCY	7.90	0.00
tblVehicleEF	MCY	223.75	0.00
tblVehicleEF	MCY	55.10	0.00
tblVehicleEF	MCY	0.06	0.00
tblVehicleEF	MCY	0.01	0.00

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

tblVehicleEF	MCY	0.99	0.00
tblVehicleEF	MCY	0.25	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.76	0.00
tblVehicleEF	MCY	0.69	0.00
tblVehicleEF	MCY	1.04	0.00
tblVehicleEF	MCY	2.52	0.00
tblVehicleEF	MCY	0.40	0.00
tblVehicleEF	MCY	1.56	0.00
tblVehicleEF	MCY	2.2140e-003	0.00
tblVehicleEF	MCY	5.4500e-004	0.00
tblVehicleEF	MCY	1.76	0.00
tblVehicleEF	MCY	0.69	0.00
tblVehicleEF	MCY	1.04	0.00
tblVehicleEF	MCY	3.17	0.00
tblVehicleEF	MCY	0.40	0.00
tblVehicleEF	MCY	1.70	0.00
tblVehicleEF	MCY	0.38	0.00
tblVehicleEF	MCY	0.23	0.00
tblVehicleEF	MCY	17.95	0.00
tblVehicleEF	MCY	8.91	0.00
tblVehicleEF	MCY	225.03	0.00

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

tblVehicleEF	MCY	57.43	0.00
tblVehicleEF	MCY	0.06	0.00
tblVehicleEF	MCY	0.02	0.00
tblVehicleEF	MCY	1.10	0.00
tblVehicleEF	MCY	0.27	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.18	0.00
tblVehicleEF	MCY	0.76	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	2.58	0.00
tblVehicleEF	MCY	0.51	0.00
tblVehicleEF	MCY	1.78	0.00
tblVehicleEF	MCY	2.2270e-003	0.00
tblVehicleEF	MCY	5.6800e-004	0.00
tblVehicleEF	MCY	1.18	0.00
tblVehicleEF	MCY	0.76	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	3.23	0.00
tblVehicleEF	MCY	0.51	0.00
tblVehicleEF	MCY	1.94	0.00
tblVehicleEF	MDV	1.7760e-003	0.00
tblVehicleEF	MDV	0.03	0.00

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

tblVehicleEF	MDV	0.57	0.00
tblVehicleEF	MDV	1.92	0.00
tblVehicleEF	MDV	324.62	0.00
tblVehicleEF	MDV	61.65	0.00
tblVehicleEF	MDV	4.9940e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	6.6340e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	2.9260e-003	0.00
tblVehicleEF	MDV	5.5500e-004	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	9.5890e-003	0.00
tblVehicleEF	MDV	0.04	0.00

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

tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	1.9020e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.63	0.00
tblVehicleEF	MDV	1.64	0.00
tblVehicleEF	MDV	333.78	0.00
tblVehicleEF	MDV	61.12	0.00
tblVehicleEF	MDV	4.6720e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	7.0330e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	3.0080e-003	0.00
tblVehicleEF	MDV	5.5000e-004	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.08	0.00

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

tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.01	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	1.7380e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.55	0.00
tblVehicleEF	MDV	1.98	0.00
tblVehicleEF	MDV	321.26	0.00
tblVehicleEF	MDV	61.77	0.00
tblVehicleEF	MDV	4.8960e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	6.5050e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	2.8950e-003	0.00

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

tblVehicleEF	MDV	5.5600e-004	0.00
tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	9.4010e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.15	0.00
tblVehicleEF	MH	3.3490e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.49	0.00
tblVehicleEF	MH	1,237.36	0.00
tblVehicleEF	MH	14.63	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.78	0.00
tblVehicleEF	MH	0.24	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00
tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.02	0.00

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

tblVehicleEF	MH	2.2120e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4500e-004	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.2120e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	3.4020e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.40	0.00
tblVehicleEF	MH	1,237.37	0.00
tblVehicleEF	MH	14.49	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.73	0.00
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00
tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.40	0.00

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

tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.1500e-003	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4300e-004	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.1500e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	3.3350e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.50	0.00
tblVehicleEF	MH	1,237.36	0.00
tblVehicleEF	MH	14.66	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.77	0.00
tblVehicleEF	MH	0.24	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00

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

tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.26	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.3800e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4500e-004	0.00
tblVehicleEF	MH	0.26	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.3800e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MHD	3.9270e-003	0.00
tblVehicleEF	MHD	7.5400e-004	0.00
tblVehicleEF	MHD	8.5050e-003	0.00
tblVehicleEF	MHD	0.38	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.81	0.00
tblVehicleEF	MHD	53.93	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.45	0.00
tblVehicleEF	MHD	7.6110e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	8.1570e-003	0.00
tblVehicleEF	MHD	0.27	0.00

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

tblVehicleEF	MHD	1.07	0.00
tblVehicleEF	MHD	1.67	0.00
tblVehicleEF	MHD	8.6000e-005	0.00
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	8.2000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	3.4200e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.6800e-004	0.00
tblVehicleEF	MHD	8.2180e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.1200e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.4000e-005	0.00
tblVehicleEF	MHD	3.4200e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.6800e-004	0.00
tblVehicleEF	MHD	9.9150e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00

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

tblVehicleEF	MHD	3.7340e-003	0.00
tblVehicleEF	MHD	7.6600e-004	0.00
tblVehicleEF	MHD	8.2090e-003	0.00
tblVehicleEF	MHD	0.32	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.77	0.00
tblVehicleEF	MHD	53.55	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.38	0.00
tblVehicleEF	MHD	7.5200e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	7.9890e-003	0.00
tblVehicleEF	MHD	0.26	0.00
tblVehicleEF	MHD	1.01	0.00
tblVehicleEF	MHD	1.66	0.00
tblVehicleEF	MHD	7.5000e-005	0.00
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	7.2000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	5.0800e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	3.6600e-004	0.00

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

tblVehicleEF	MHD	8.2570e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.0900e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.3000e-005	0.00
tblVehicleEF	MHD	5.0800e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	3.6600e-004	0.00
tblVehicleEF	MHD	9.9720e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	4.2070e-003	0.00
tblVehicleEF	MHD	7.4900e-004	0.00
tblVehicleEF	MHD	8.5490e-003	0.00
tblVehicleEF	MHD	0.46	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.82	0.00
tblVehicleEF	MHD	54.44	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.47	0.00
tblVehicleEF	MHD	7.7410e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	8.2490e-003	0.00
tblVehicleEF	MHD	0.29	0.00
tblVehicleEF	MHD	1.05	0.00
tblVehicleEF	MHD	1.67	0.00
tblVehicleEF	MHD	1.0100e-004	0.00

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

tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	9.6000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	3.2300e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.5500e-004	0.00
tblVehicleEF	MHD	8.2070e-003	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.1700e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.4000e-005	0.00
tblVehicleEF	MHD	3.2300e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.03	0.00
tblVehicleEF	MHD	2.5500e-004	0.00
tblVehicleEF	MHD	9.8990e-003	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	OBUS	7.9250e-003	0.00
tblVehicleEF	OBUS	1.7700e-003	0.00
tblVehicleEF	OBUS	0.02	0.00

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

tblVehicleEF	OBUS	0.69	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.73	0.00
tblVehicleEF	OBUS	94.00	0.00
tblVehicleEF	OBUS	1,108.09	0.00
tblVehicleEF	OBUS	14.82	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.43	0.00
tblVehicleEF	OBUS	1.15	0.00
tblVehicleEF	OBUS	0.96	0.00
tblVehicleEF	OBUS	1.4600e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00
tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.4000e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	1.5150e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	8.6700e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00

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

tblVehicleEF	OBUS	8.9300e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.5150e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	8.6700e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	8.0310e-003	0.00
tblVehicleEF	OBUS	1.8050e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.68	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.64	0.00
tblVehicleEF	OBUS	92.88	0.00
tblVehicleEF	OBUS	1,108.10	0.00
tblVehicleEF	OBUS	14.66	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.41	0.00
tblVehicleEF	OBUS	1.08	0.00
tblVehicleEF	OBUS	0.95	0.00
tblVehicleEF	OBUS	1.3000e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00

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

tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.2400e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	2.2010e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	1.1910e-003	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	8.8200e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4500e-004	0.00
tblVehicleEF	OBUS	2.2010e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	1.1910e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	7.8020e-003	0.00
tblVehicleEF	OBUS	1.7610e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.70	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.75	0.00

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

tblVehicleEF	OBUS	95.55	0.00
tblVehicleEF	OBUS	1,108.09	0.00
tblVehicleEF	OBUS	14.86	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.46	0.00
tblVehicleEF	OBUS	1.13	0.00
tblVehicleEF	OBUS	0.96	0.00
tblVehicleEF	OBUS	1.6900e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00
tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.6200e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	1.4750e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	8.2600e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	9.0800e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4700e-004	0.00

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

tblVehicleEF	OBUS	1.4750e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	8.2600e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2620e-003	0.00
tblVehicleEF	SBUS	8.9410e-003	0.00
tblVehicleEF	SBUS	4.40	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	1.14	0.00
tblVehicleEF	SBUS	323.82	0.00
tblVehicleEF	SBUS	905.95	0.00
tblVehicleEF	SBUS	7.32	0.00
tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.5760e-003	0.00
tblVehicleEF	SBUS	1.57	0.00
tblVehicleEF	SBUS	1.60	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	6.9100e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	6.6100e-004	0.00
tblVehicleEF	SBUS	0.32	0.00

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

tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00
tblVehicleEF	SBUS	1.6890e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.50	0.00
tblVehicleEF	SBUS	1.0230e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1050e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	7.2000e-005	0.00
tblVehicleEF	SBUS	1.6890e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00
tblVehicleEF	SBUS	1.0230e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2900e-003	0.00
tblVehicleEF	SBUS	7.9630e-003	0.00
tblVehicleEF	SBUS	4.38	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	0.93	0.00
tblVehicleEF	SBUS	323.48	0.00
tblVehicleEF	SBUS	905.96	0.00
tblVehicleEF	SBUS	6.97	0.00

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

tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.3320e-003	0.00
tblVehicleEF	SBUS	1.54	0.00
tblVehicleEF	SBUS	1.50	0.00
tblVehicleEF	SBUS	1.60	0.00
tblVehicleEF	SBUS	5.9400e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	5.6800e-004	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00
tblVehicleEF	SBUS	2.4540e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.50	0.00
tblVehicleEF	SBUS	1.3910e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1020e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	6.9000e-005	0.00
tblVehicleEF	SBUS	2.4540e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00

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

tblVehicleEF	SBUS	1.3910e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2540e-003	0.00
tblVehicleEF	SBUS	9.1560e-003	0.00
tblVehicleEF	SBUS	4.42	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	1.18	0.00
tblVehicleEF	SBUS	324.30	0.00
tblVehicleEF	SBUS	905.95	0.00
tblVehicleEF	SBUS	7.39	0.00
tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.7410e-003	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	1.57	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	8.2500e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	7.8900e-004	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00

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

tblVehicleEF	SBUS	1.6030e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.49	0.00
tblVehicleEF	SBUS	9.7300e-004	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1100e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	7.3000e-005	0.00
tblVehicleEF	SBUS	1.6030e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00
tblVehicleEF	SBUS	9.7300e-004	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.71	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	7.09	0.00
tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	6.9820e-003	0.00
tblVehicleEF	UBUS	0.47	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00

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

tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	7.3330e-003	0.00
tblVehicleEF	UBUS	4.3100e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	1.7650e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	7.0000e-005	0.00
tblVehicleEF	UBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	7.3330e-003	0.00
tblVehicleEF	UBUS	4.3100e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	1.7650e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	9.9750e-003	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.62	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	6.95	0.00
tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	6.9090e-003	0.00
tblVehicleEF	UBUS	0.47	0.00

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

tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	7.9400e-004	0.00
tblVehicleEF	UBUS	7.5830e-003	0.00
tblVehicleEF	UBUS	6.0000e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	1.6030e-003	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	6.9000e-005	0.00
tblVehicleEF	UBUS	7.9400e-004	0.00
tblVehicleEF	UBUS	7.5830e-003	0.00
tblVehicleEF	UBUS	6.0000e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	1.6030e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.72	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	7.12	0.00

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

tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	7.0930e-003	0.00
tblVehicleEF	UBUS	0.47	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	5.3300e-004	0.00
tblVehicleEF	UBUS	7.8410e-003	0.00
tblVehicleEF	UBUS	4.1000e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.1460e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	7.0000e-005	0.00
tblVehicleEF	UBUS	5.3300e-004	0.00
tblVehicleEF	UBUS	7.8410e-003	0.00
tblVehicleEF	UBUS	4.1000e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	2.1460e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	6.9978	6.8586	128.8693	0.4068	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		45,186.7708	45,186.7708	0.8495	1.0804	45,529.9556
Total	464.0257	45.1981	735.9437	1.3298	80.4777	65.1169	145.5946	21.0326	65.1011	86.1337	6,046.9136	86,243.6875	92,290.6011	1.8784	2.3619	93,041.3960

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	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	6.9978	6.8586	128.8693	0.4068	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		45,186.7708	45,186.7708	0.8495	1.0804	45,529.9556
Total	464.0257	45.1981	735.9437	1.3298	80.4777	65.1169	145.5946	21.0326	65.1011	86.1337	6,046.9136	86,243.6875	92,290.6011	1.8784	2.3619	93,041.3960

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

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	6.9978	6.8586	128.8693	0.4068	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		45,186.7708	45,186.7708	0.8495	1.0804	45,529.9556
Unmitigated	6.9978	6.8586	128.8693	0.4068	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		45,186.7708	45,186.7708	0.8495	1.0804	45,529.9556

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,201.50	8,201.50	8201.50	28,025,771	28,025,771
General Light Industry	35.17	35.17	35.17	155,763	155,763
General Office Building	109.44	109.44	109.44	352,555	352,555
High Turnover (Sit Down Restaurant)	1,770.21	1,770.21	1770.21	2,412,496	2,412,496
Strip Mall	4,577.58	4,577.58	4577.58	8,709,274	8,709,274
Total	14,693.90	14,693.90	14,693.90	39,655,860	39,655,860

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - NaturalGas

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	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

7.0 Water Detail

7.1 Mitigation Measures Water

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

**Baldwin Park Addendum - Operational Only
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
General Office Building	11.01	1000sqft	1.00	11,005.00	0
Strip Mall	144.86	1000sqft	9.00	144,864.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation -

Vehicle Trips - See Assumptions

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	1.00
tblConstructionPhase	PhaseEndDate	9/23/2022	12/20/2021
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	3.33	9.00
tblLandUse	LotAcreage	0.59	1.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

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

tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

2.0 Emissions Summary

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	31.5614	26.4714	294.7038	0.6384	83.5831	0.3578	83.9409	22.2718	0.3332	22.6050		70,408.7253	70,408.7253	4.6058	2.7488	71,343.0047
Total	488.5892	64.8109	901.7782	1.5614	83.5831	65.2763	148.8594	22.2718	65.2517	87.5235	6,046.9136	111,465.6420	117,512.5556	5.6347	4.0303	118,854.4450

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	49.0593	27.7071	154.5636	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.9117	33,516.9117	0.8843	0.6097	33,720.7171
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	31.5614	26.4714	294.7038	0.6384	83.5831	0.3578	83.9409	22.2718	0.3332	22.6050		70,408.7253	70,408.7253	4.6058	2.7488	71,343.0047
Total	81.4812	61.6341	453.1440	0.8593	83.5831	3.8571	87.4402	22.2718	3.8325	26.1043	0.0000	113,313.2890	113,313.2890	5.6701	3.5306	114,507.1599

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	83.32	4.90	49.75	44.97	0.00	94.09	41.26	0.00	94.13	70.17	100.00	-1.66	3.57	-0.63	12.40	3.66

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

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	31.5614	26.4714	294.7038	0.6384	83.5831	0.3578	83.9409	22.2718	0.3332	22.6050		70,408.7253	70,408.7253	4.6058	2.7488	71,343.0047
Unmitigated	31.5614	26.4714	294.7038	0.6384	83.5831	0.3578	83.9409	22.2718	0.3332	22.6050		70,408.7253	70,408.7253	4.6058	2.7488	71,343.0047

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,208.48	8,208.48	8208.48	28,049,623	28,049,623
General Light Industry	35.15	35.15	35.15	155,664	155,664
General Office Building	109.36	109.36	109.36	352,288	352,288
High Turnover (Sit Down Restaurant)	1,770.30	1,770.30	1770.30	2,412,626	2,412,626
Strip Mall	4,577.12	4,577.12	4577.12	8,708,412	8,708,412
Total	14,700.42	14,700.42	14,700.42	39,678,613	39,678,613

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
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

Baldwin Park Addendum - Operational Only - Los Angeles-South Coast County, Summer

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

5.2 Energy by Land Use - NaturalGas

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	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	49.0593	27.7071	154.5636	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.91 17	33,516.91 17	0.8843	0.6097	33,720.71 71
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.913 6	31,669.26 47	37,716.17 83	0.8489	1.1094	38,068.00 23

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.913 6	31,410.00 00	37,456.91 36	0.6020	1.1094	37,802.56 58
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.913 6	31,669.26 47	37,716.17 83	0.8489	1.1094	38,068.00 23

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.0486	26.0518	11.0859	0.1663		2.1063	2.1063		2.1063	2.1063	0.0000	33,257.64 71	33,257.64 71	0.6374	0.6097	33,455.28 06
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	49.0593	27.7071	154.5635	0.1739		2.9048	2.9048		2.9048	2.9048	0.0000	33,516.91 17	33,516.91 17	0.8843	0.6097	33,720.71 71

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 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

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

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Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.01	1000sqft	1.00	11,005.00	0
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
Strip Mall	144.86	1000sqft	9.00	144,864.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Vehicle Trips - See Assumptions

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation - See Assumptions for PDF development

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

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	200.00	1.00
tblLandUse	LandUseSquareFeet	11,010.00	11,005.00
tblLandUse	LandUseSquareFeet	25,500.00	25,501.00
tblLandUse	LandUseSquareFeet	144,860.00	144,864.00
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.59	1.50
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	3.33	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60

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

tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

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 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	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	31.5451	26.4571	294.5415	0.6381	83.5352	0.3576	83.8928	22.2590	0.3330	22.5920		70,368.5764	70,368.5764	4.6033	2.7473	71,302.3459
Total	488.5729	64.7966	901.6159	1.5611	83.5352	65.2761	148.8113	22.2590	65.2515	87.5105	6,046.9136	111,425.4930	117,472.4066	5.6321	4.0288	118,813.7862

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	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	31.5451	26.4571	294.5415	0.6381	83.5352	0.3576	83.8928	22.2590	0.3330	22.5920		70,368.5764	70,368.5764	4.6033	2.7473	71,302.3459
Total	75.5841	35.5341	438.4483	0.6924	83.5352	1.7303	85.2655	22.2590	1.7057	23.9647	0.0000	80,007.7080	80,007.7080	5.0183	2.9194	81,003.1415

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	84.53	45.16	51.37	55.65	0.00	97.35	42.70	0.00	97.39	72.62	100.00	28.20	31.89	10.90	27.54	31.82

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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

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	31.5451	26.4571	294.5415	0.6381	83.5352	0.3576	83.8928	22.2590	0.3330	22.5920		70,368.57 64	70,368.57 64	4.6033	2.7473	71,302.34 59
Unmitigated	31.5451	26.4571	294.5415	0.6381	83.5352	0.3576	83.8928	22.2590	0.3330	22.5920		70,368.57 64	70,368.57 64	4.6033	2.7473	71,302.34 59

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,201.50	8,201.50	8201.50	28,025,771	28,025,771
General Light Industry	35.17	35.17	35.17	155,763	155,763
General Office Building	109.44	109.44	109.44	352,555	352,555
High Turnover (Sit Down Restaurant)	1,770.21	1,770.21	1770.21	2,412,496	2,412,496
Strip Mall	4,577.58	4,577.58	4577.58	8,709,274	8,709,274
Total	14,693.90	14,693.90	14,693.90	39,655,860	39,655,860

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

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	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

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

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0896	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782		251.4797	251.4797	0.2351		257.3575
Total	43.1785	1.6214	140.0302	7.3400e-003		0.7782	0.7782		0.7782	0.7782	0.0000	251.4797	251.4797	0.2351	0.0000	257.3575

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 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

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.01	1000sqft	1.00	11,005.00	0
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
Strip Mall	144.86	1000sqft	9.00	144,864.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Vehicle Trips - See Assumptions

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation - See Assumptions for PDF development

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

Vehicle Emission Factors - Non car set to 0 to determine VMT reductions for car charging stations

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	200.00	1.00
tblLandUse	LandUseSquareFeet	11,010.00	11,005.00
tblLandUse	LandUseSquareFeet	25,500.00	25,501.00
tblLandUse	LandUseSquareFeet	144,860.00	144,864.00
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.59	1.50
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	3.33	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	6.92	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.6720e-003	0.00
tblVehicleEF	HHD	947.23	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00

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

tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.64	0.00
tblVehicleEF	HHD	2.43	0.00
tblVehicleEF	HHD	2.34	0.00
tblVehicleEF	HHD	2.1940e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0990e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	0.46	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.2000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.7500e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	0.53	0.00
tblVehicleEF	HHD	2.0000e-006	0.00

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

tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.2000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	6.83	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.2320e-003	0.00
tblVehicleEF	HHD	935.33	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.37	0.00
tblVehicleEF	HHD	2.30	0.00
tblVehicleEF	HHD	2.34	0.00
tblVehicleEF	HHD	1.9410e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.8570e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	8.7000e-005	0.00

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

tblVehicleEF	HHD	0.49	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.1000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.6400e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	8.7000e-005	0.00
tblVehicleEF	HHD	0.56	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.1000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	7.05	0.00
tblVehicleEF	HHD	0.54	0.00
tblVehicleEF	HHD	8.7540e-003	0.00
tblVehicleEF	HHD	963.66	0.00
tblVehicleEF	HHD	1,113.05	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	0.18	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.01	0.00
tblVehicleEF	HHD	2.38	0.00
tblVehicleEF	HHD	2.34	0.00

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

tblVehicleEF	HHD	2.5440e-003	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.4340e-003	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9060e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	0.42	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9030e-003	0.00
tblVehicleEF	HHD	9.9750e-003	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	0.49	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	LHD1	3.5490e-003	0.00
tblVehicleEF	LHD1	1.8130e-003	0.00

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

tblVehicleEF	LHD1	6.2970e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.75	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.67	0.00
tblVehicleEF	LHD1	7.4900e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.0790e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.9200e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00

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

tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00
tblVehicleEF	LHD1	8.6000e-005	0.00
tblVehicleEF	LHD1	1.0790e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.9200e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	3.5570e-003	0.00
tblVehicleEF	LHD1	1.8300e-003	0.00
tblVehicleEF	LHD1	6.0830e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.72	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.62	0.00
tblVehicleEF	LHD1	7.5000e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.16	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00

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

tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.6130e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	1.0920e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00
tblVehicleEF	LHD1	8.5000e-005	0.00
tblVehicleEF	LHD1	1.6130e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	1.0920e-003	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	3.5480e-003	0.00
tblVehicleEF	LHD1	1.8090e-003	0.00
tblVehicleEF	LHD1	6.3410e-003	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	0.19	0.00

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

tblVehicleEF	LHD1	0.76	0.00
tblVehicleEF	LHD1	7.86	0.00
tblVehicleEF	LHD1	536.87	0.00
tblVehicleEF	LHD1	8.68	0.00
tblVehicleEF	LHD1	7.4900e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.12	0.00
tblVehicleEF	LHD1	0.17	0.00
tblVehicleEF	LHD1	1.0300e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	4.0920e-003	0.00
tblVehicleEF	LHD1	1.7300e-004	0.00
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.5200e-003	0.00
tblVehicleEF	LHD1	3.8930e-003	0.00
tblVehicleEF	LHD1	1.5900e-004	0.00
tblVehicleEF	LHD1	1.0420e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.5400e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	7.6000e-005	0.00
tblVehicleEF	LHD1	5.2220e-003	0.00

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

tblVehicleEF	LHD1	8.6000e-005	0.00
tblVehicleEF	LHD1	1.0420e-003	0.00
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	7.5400e-004	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD2	2.3940e-003	0.00
tblVehicleEF	LHD2	1.9170e-003	0.00
tblVehicleEF	LHD2	3.8990e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.46	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00
tblVehicleEF	LHD2	6.22	0.00
tblVehicleEF	LHD2	1.5590e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.18	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00

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

tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00
tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	6.4000e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	4.9300e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.2000e-005	0.00
tblVehicleEF	LHD2	6.4000e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.9300e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	2.3990e-003	0.00
tblVehicleEF	LHD2	1.9260e-003	0.00
tblVehicleEF	LHD2	3.7670e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.44	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00

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

tblVehicleEF	LHD2	6.19	0.00
tblVehicleEF	LHD2	1.5610e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.17	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00
tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	9.5300e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	6.7500e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.1000e-005	0.00
tblVehicleEF	LHD2	9.5300e-004	0.00
tblVehicleEF	LHD2	0.02	0.00

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

tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	6.7500e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	2.3930e-003	0.00
tblVehicleEF	LHD2	1.9140e-003	0.00
tblVehicleEF	LHD2	3.9260e-003	0.00
tblVehicleEF	LHD2	0.13	0.00
tblVehicleEF	LHD2	0.20	0.00
tblVehicleEF	LHD2	0.46	0.00
tblVehicleEF	LHD2	12.24	0.00
tblVehicleEF	LHD2	541.34	0.00
tblVehicleEF	LHD2	6.23	0.00
tblVehicleEF	LHD2	1.5590e-003	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.18	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	1.4620e-003	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	9.2740e-003	0.00
tblVehicleEF	LHD2	1.0400e-004	0.00
tblVehicleEF	LHD2	1.3990e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.7090e-003	0.00
tblVehicleEF	LHD2	8.8600e-003	0.00

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

tblVehicleEF	LHD2	9.5000e-005	0.00
tblVehicleEF	LHD2	6.0800e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	4.7000e-004	0.00
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	1.1700e-004	0.00
tblVehicleEF	LHD2	5.2200e-003	0.00
tblVehicleEF	LHD2	6.2000e-005	0.00
tblVehicleEF	LHD2	6.0800e-004	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.7000e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.05	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	MCY	0.38	0.00
tblVehicleEF	MCY	0.23	0.00
tblVehicleEF	MCY	17.86	0.00
tblVehicleEF	MCY	8.76	0.00
tblVehicleEF	MCY	224.86	0.00
tblVehicleEF	MCY	57.06	0.00
tblVehicleEF	MCY	0.07	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	1.13	0.00
tblVehicleEF	MCY	0.26	0.00
tblVehicleEF	MCY	0.01	0.00

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

tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.09	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	0.65	0.00
tblVehicleEF	MCY	2.57	0.00
tblVehicleEF	MCY	0.43	0.00
tblVehicleEF	MCY	1.74	0.00
tblVehicleEF	MCY	2.2250e-003	0.00
tblVehicleEF	MCY	5.6500e-004	0.00
tblVehicleEF	MCY	1.09	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	0.65	0.00
tblVehicleEF	MCY	3.22	0.00
tblVehicleEF	MCY	0.43	0.00
tblVehicleEF	MCY	1.90	0.00
tblVehicleEF	MCY	0.37	0.00
tblVehicleEF	MCY	0.20	0.00
tblVehicleEF	MCY	17.27	0.00
tblVehicleEF	MCY	7.90	0.00
tblVehicleEF	MCY	223.75	0.00
tblVehicleEF	MCY	55.10	0.00
tblVehicleEF	MCY	0.06	0.00
tblVehicleEF	MCY	0.01	0.00

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

tblVehicleEF	MCY	0.99	0.00
tblVehicleEF	MCY	0.25	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.76	0.00
tblVehicleEF	MCY	0.69	0.00
tblVehicleEF	MCY	1.04	0.00
tblVehicleEF	MCY	2.52	0.00
tblVehicleEF	MCY	0.40	0.00
tblVehicleEF	MCY	1.56	0.00
tblVehicleEF	MCY	2.2140e-003	0.00
tblVehicleEF	MCY	5.4500e-004	0.00
tblVehicleEF	MCY	1.76	0.00
tblVehicleEF	MCY	0.69	0.00
tblVehicleEF	MCY	1.04	0.00
tblVehicleEF	MCY	3.17	0.00
tblVehicleEF	MCY	0.40	0.00
tblVehicleEF	MCY	1.70	0.00
tblVehicleEF	MCY	0.38	0.00
tblVehicleEF	MCY	0.23	0.00
tblVehicleEF	MCY	17.95	0.00
tblVehicleEF	MCY	8.91	0.00
tblVehicleEF	MCY	225.03	0.00

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

tblVehicleEF	MCY	57.43	0.00
tblVehicleEF	MCY	0.06	0.00
tblVehicleEF	MCY	0.02	0.00
tblVehicleEF	MCY	1.10	0.00
tblVehicleEF	MCY	0.27	0.00
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.7530e-003	0.00
tblVehicleEF	MCY	2.9340e-003	0.00
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	2.5660e-003	0.00
tblVehicleEF	MCY	2.7380e-003	0.00
tblVehicleEF	MCY	1.18	0.00
tblVehicleEF	MCY	0.76	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	2.58	0.00
tblVehicleEF	MCY	0.51	0.00
tblVehicleEF	MCY	1.78	0.00
tblVehicleEF	MCY	2.2270e-003	0.00
tblVehicleEF	MCY	5.6800e-004	0.00
tblVehicleEF	MCY	1.18	0.00
tblVehicleEF	MCY	0.76	0.00
tblVehicleEF	MCY	0.61	0.00
tblVehicleEF	MCY	3.23	0.00
tblVehicleEF	MCY	0.51	0.00
tblVehicleEF	MCY	1.94	0.00
tblVehicleEF	MDV	1.7760e-003	0.00
tblVehicleEF	MDV	0.03	0.00

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

tblVehicleEF	MDV	0.57	0.00
tblVehicleEF	MDV	1.92	0.00
tblVehicleEF	MDV	324.62	0.00
tblVehicleEF	MDV	61.65	0.00
tblVehicleEF	MDV	4.9940e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	6.6340e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	2.9260e-003	0.00
tblVehicleEF	MDV	5.5500e-004	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	9.5890e-003	0.00
tblVehicleEF	MDV	0.04	0.00

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

tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	1.9020e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.63	0.00
tblVehicleEF	MDV	1.64	0.00
tblVehicleEF	MDV	333.78	0.00
tblVehicleEF	MDV	61.12	0.00
tblVehicleEF	MDV	4.6720e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	7.0330e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	3.0080e-003	0.00
tblVehicleEF	MDV	5.5000e-004	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.08	0.00

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

tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.01	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	1.7380e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.55	0.00
tblVehicleEF	MDV	1.98	0.00
tblVehicleEF	MDV	321.26	0.00
tblVehicleEF	MDV	61.77	0.00
tblVehicleEF	MDV	4.8960e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	9.9500e-004	0.00
tblVehicleEF	MDV	1.0140e-003	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	9.1700e-004	0.00
tblVehicleEF	MDV	9.3300e-004	0.00
tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	6.5050e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	2.8950e-003	0.00

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

tblVehicleEF	MDV	5.5600e-004	0.00
tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	9.4010e-003	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	0.15	0.00
tblVehicleEF	MH	3.3490e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.49	0.00
tblVehicleEF	MH	1,237.36	0.00
tblVehicleEF	MH	14.63	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.78	0.00
tblVehicleEF	MH	0.24	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00
tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.02	0.00

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

tblVehicleEF	MH	2.2120e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4500e-004	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.2120e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	3.4020e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.40	0.00
tblVehicleEF	MH	1,237.37	0.00
tblVehicleEF	MH	14.49	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.73	0.00
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00
tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.40	0.00

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tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.1500e-003	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4300e-004	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.1500e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	3.3350e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.19	0.00
tblVehicleEF	MH	1.50	0.00
tblVehicleEF	MH	1,237.36	0.00
tblVehicleEF	MH	14.66	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.77	0.00
tblVehicleEF	MH	0.24	0.00
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	2.1000e-004	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2940e-003	0.00

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

tblVehicleEF	MH	9.7130e-003	0.00
tblVehicleEF	MH	1.9300e-004	0.00
tblVehicleEF	MH	0.26	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.3800e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.4500e-004	0.00
tblVehicleEF	MH	0.26	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	2.3800e-003	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MHD	3.9270e-003	0.00
tblVehicleEF	MHD	7.5400e-004	0.00
tblVehicleEF	MHD	8.5050e-003	0.00
tblVehicleEF	MHD	0.38	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.81	0.00
tblVehicleEF	MHD	53.93	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.45	0.00
tblVehicleEF	MHD	7.6110e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	8.1570e-003	0.00
tblVehicleEF	MHD	0.27	0.00

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

tblVehicleEF	MHD	1.07	0.00
tblVehicleEF	MHD	1.67	0.00
tblVehicleEF	MHD	8.6000e-005	0.00
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	8.2000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	3.4200e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.6800e-004	0.00
tblVehicleEF	MHD	8.2180e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.1200e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.4000e-005	0.00
tblVehicleEF	MHD	3.4200e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.6800e-004	0.00
tblVehicleEF	MHD	9.9150e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00

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

tblVehicleEF	MHD	3.7340e-003	0.00
tblVehicleEF	MHD	7.6600e-004	0.00
tblVehicleEF	MHD	8.2090e-003	0.00
tblVehicleEF	MHD	0.32	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.77	0.00
tblVehicleEF	MHD	53.55	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.38	0.00
tblVehicleEF	MHD	7.5200e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	7.9890e-003	0.00
tblVehicleEF	MHD	0.26	0.00
tblVehicleEF	MHD	1.01	0.00
tblVehicleEF	MHD	1.66	0.00
tblVehicleEF	MHD	7.5000e-005	0.00
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	7.2000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	5.0800e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	3.6600e-004	0.00

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

tblVehicleEF	MHD	8.2570e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.0900e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.3000e-005	0.00
tblVehicleEF	MHD	5.0800e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	3.6600e-004	0.00
tblVehicleEF	MHD	9.9720e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	4.2070e-003	0.00
tblVehicleEF	MHD	7.4900e-004	0.00
tblVehicleEF	MHD	8.5490e-003	0.00
tblVehicleEF	MHD	0.46	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	0.82	0.00
tblVehicleEF	MHD	54.44	0.00
tblVehicleEF	MHD	861.22	0.00
tblVehicleEF	MHD	8.47	0.00
tblVehicleEF	MHD	7.7410e-003	0.00
tblVehicleEF	MHD	0.10	0.00
tblVehicleEF	MHD	8.2490e-003	0.00
tblVehicleEF	MHD	0.29	0.00
tblVehicleEF	MHD	1.05	0.00
tblVehicleEF	MHD	1.67	0.00
tblVehicleEF	MHD	1.0100e-004	0.00

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

tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	6.2760e-003	0.00
tblVehicleEF	MHD	1.1100e-004	0.00
tblVehicleEF	MHD	9.6000e-005	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	5.9980e-003	0.00
tblVehicleEF	MHD	1.0200e-004	0.00
tblVehicleEF	MHD	3.2300e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	2.5500e-004	0.00
tblVehicleEF	MHD	8.2070e-003	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	5.1700e-004	0.00
tblVehicleEF	MHD	8.2270e-003	0.00
tblVehicleEF	MHD	8.4000e-005	0.00
tblVehicleEF	MHD	3.2300e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.03	0.00
tblVehicleEF	MHD	2.5500e-004	0.00
tblVehicleEF	MHD	9.8990e-003	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	OBUS	7.9250e-003	0.00
tblVehicleEF	OBUS	1.7700e-003	0.00
tblVehicleEF	OBUS	0.02	0.00

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tblVehicleEF	OBUS	0.69	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.73	0.00
tblVehicleEF	OBUS	94.00	0.00
tblVehicleEF	OBUS	1,108.09	0.00
tblVehicleEF	OBUS	14.82	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.43	0.00
tblVehicleEF	OBUS	1.15	0.00
tblVehicleEF	OBUS	0.96	0.00
tblVehicleEF	OBUS	1.4600e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00
tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.4000e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	1.5150e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	8.6700e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00

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

tblVehicleEF	OBUS	8.9300e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.5150e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	8.6700e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	8.0310e-003	0.00
tblVehicleEF	OBUS	1.8050e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.68	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.64	0.00
tblVehicleEF	OBUS	92.88	0.00
tblVehicleEF	OBUS	1,108.10	0.00
tblVehicleEF	OBUS	14.66	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.41	0.00
tblVehicleEF	OBUS	1.08	0.00
tblVehicleEF	OBUS	0.95	0.00
tblVehicleEF	OBUS	1.3000e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00

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tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.2400e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	2.2010e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	1.1910e-003	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	8.8200e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4500e-004	0.00
tblVehicleEF	OBUS	2.2010e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	1.1910e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	7.8020e-003	0.00
tblVehicleEF	OBUS	1.7610e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.70	0.00
tblVehicleEF	OBUS	0.22	0.00
tblVehicleEF	OBUS	1.75	0.00

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tblVehicleEF	OBUS	95.55	0.00
tblVehicleEF	OBUS	1,108.09	0.00
tblVehicleEF	OBUS	14.86	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.11	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.46	0.00
tblVehicleEF	OBUS	1.13	0.00
tblVehicleEF	OBUS	0.96	0.00
tblVehicleEF	OBUS	1.6900e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.7340e-003	0.00
tblVehicleEF	OBUS	1.9100e-004	0.00
tblVehicleEF	OBUS	1.6200e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.3850e-003	0.00
tblVehicleEF	OBUS	1.7600e-004	0.00
tblVehicleEF	OBUS	1.4750e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	8.2600e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	9.0800e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.4700e-004	0.00

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

tblVehicleEF	OBUS	1.4750e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	8.2600e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2620e-003	0.00
tblVehicleEF	SBUS	8.9410e-003	0.00
tblVehicleEF	SBUS	4.40	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	1.14	0.00
tblVehicleEF	SBUS	323.82	0.00
tblVehicleEF	SBUS	905.95	0.00
tblVehicleEF	SBUS	7.32	0.00
tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.5760e-003	0.00
tblVehicleEF	SBUS	1.57	0.00
tblVehicleEF	SBUS	1.60	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	6.9100e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	6.6100e-004	0.00
tblVehicleEF	SBUS	0.32	0.00

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

tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00
tblVehicleEF	SBUS	1.6890e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.50	0.00
tblVehicleEF	SBUS	1.0230e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1050e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	7.2000e-005	0.00
tblVehicleEF	SBUS	1.6890e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00
tblVehicleEF	SBUS	1.0230e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2900e-003	0.00
tblVehicleEF	SBUS	7.9630e-003	0.00
tblVehicleEF	SBUS	4.38	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	0.93	0.00
tblVehicleEF	SBUS	323.48	0.00
tblVehicleEF	SBUS	905.96	0.00
tblVehicleEF	SBUS	6.97	0.00

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tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.3320e-003	0.00
tblVehicleEF	SBUS	1.54	0.00
tblVehicleEF	SBUS	1.50	0.00
tblVehicleEF	SBUS	1.60	0.00
tblVehicleEF	SBUS	5.9400e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	5.6800e-004	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00
tblVehicleEF	SBUS	2.4540e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.50	0.00
tblVehicleEF	SBUS	1.3910e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1020e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	6.9000e-005	0.00
tblVehicleEF	SBUS	2.4540e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00

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tblVehicleEF	SBUS	1.3910e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	0.11	0.00
tblVehicleEF	SBUS	2.2540e-003	0.00
tblVehicleEF	SBUS	9.1560e-003	0.00
tblVehicleEF	SBUS	4.42	0.00
tblVehicleEF	SBUS	0.20	0.00
tblVehicleEF	SBUS	1.18	0.00
tblVehicleEF	SBUS	324.30	0.00
tblVehicleEF	SBUS	905.95	0.00
tblVehicleEF	SBUS	7.39	0.00
tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.7410e-003	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	1.57	0.00
tblVehicleEF	SBUS	1.61	0.00
tblVehicleEF	SBUS	8.2500e-004	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	7.3070e-003	0.00
tblVehicleEF	SBUS	1.0800e-004	0.00
tblVehicleEF	SBUS	7.8900e-004	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.5840e-003	0.00
tblVehicleEF	SBUS	6.9710e-003	0.00
tblVehicleEF	SBUS	9.9000e-005	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

tblVehicleEF	SBUS	1.6030e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.49	0.00
tblVehicleEF	SBUS	9.7300e-004	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	3.1100e-003	0.00
tblVehicleEF	SBUS	8.7010e-003	0.00
tblVehicleEF	SBUS	7.3000e-005	0.00
tblVehicleEF	SBUS	1.6030e-003	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.72	0.00
tblVehicleEF	SBUS	9.7300e-004	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.71	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	7.09	0.00
tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	6.9820e-003	0.00
tblVehicleEF	UBUS	0.47	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	7.3330e-003	0.00
tblVehicleEF	UBUS	4.3100e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	1.7650e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	7.0000e-005	0.00
tblVehicleEF	UBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	7.3330e-003	0.00
tblVehicleEF	UBUS	4.3100e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	1.7650e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	9.9750e-003	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.62	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	6.95	0.00
tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	6.9090e-003	0.00
tblVehicleEF	UBUS	0.47	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	7.9400e-004	0.00
tblVehicleEF	UBUS	7.5830e-003	0.00
tblVehicleEF	UBUS	6.0000e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	1.6030e-003	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	6.9000e-005	0.00
tblVehicleEF	UBUS	7.9400e-004	0.00
tblVehicleEF	UBUS	7.5830e-003	0.00
tblVehicleEF	UBUS	6.0000e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	1.6030e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	5.88	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	45.70	0.00
tblVehicleEF	UBUS	0.72	0.00
tblVehicleEF	UBUS	1,969.92	0.00
tblVehicleEF	UBUS	7.12	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

tblVehicleEF	UBUS	0.38	0.00
tblVehicleEF	UBUS	7.0930e-003	0.00
tblVehicleEF	UBUS	0.47	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	3.2690e-003	0.00
tblVehicleEF	UBUS	8.7000e-005	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	7.9830e-003	0.00
tblVehicleEF	UBUS	3.1220e-003	0.00
tblVehicleEF	UBUS	8.0000e-005	0.00
tblVehicleEF	UBUS	5.3300e-004	0.00
tblVehicleEF	UBUS	7.8410e-003	0.00
tblVehicleEF	UBUS	4.1000e-004	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.1460e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	1.1200e-003	0.00
tblVehicleEF	UBUS	7.0000e-005	0.00
tblVehicleEF	UBUS	5.3300e-004	0.00
tblVehicleEF	UBUS	7.8410e-003	0.00
tblVehicleEF	UBUS	4.1000e-004	0.00
tblVehicleEF	UBUS	6.01	0.00
tblVehicleEF	UBUS	2.1460e-003	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	7.3654	6.2380	134.3824	0.4295	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		47,719.6481	47,719.6481	0.7974	1.0148	48,041.9968
Total	464.3933	44.5775	741.4568	1.3525	80.4777	65.1169	145.5946	21.0326	65.1011	86.1337	6,046.9136	88,776.5648	94,823.4784	1.8262	2.2963	95,553.4372

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	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Energy	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
Mobile	7.3654	6.2380	134.3824	0.4295	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		47,719.6481	47,719.6481	0.7974	1.0148	48,041.9968
Total	464.3933	44.5775	741.4568	1.3525	80.4777	65.1169	145.5946	21.0326	65.1011	86.1337	6,046.9136	88,776.5648	94,823.4784	1.8262	2.2963	95,553.4372

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

Baldwin Park Addendum - Operational Only - (Car VMT Only) - Los Angeles-South Coast County, Summer

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

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	7.3654	6.2380	134.3824	0.4295	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		47,719.64 81	47,719.64 81	0.7974	1.0148	48,041.99 68
Unmitigated	7.3654	6.2380	134.3824	0.4295	80.4777	0.1983	80.6760	21.0326	0.1826	21.2152		47,719.64 81	47,719.64 81	0.7974	1.0148	48,041.99 68

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,201.50	8,201.50	8201.50	28,025,771	28,025,771
General Light Industry	35.17	35.17	35.17	155,763	155,763
General Office Building	109.44	109.44	109.44	352,555	352,555
High Turnover (Sit Down Restaurant)	1,770.21	1,770.21	1770.21	2,412,496	2,412,496
Strip Mall	4,577.58	4,577.58	4577.58	8,709,274	8,709,274
Total	14,693.90	14,693.90	14,693.90	39,655,860	39,655,860

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381
NaturalGas Unmitigated	0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	62469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	276.043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	310.854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16092.2	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	646.927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

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

5.2 Energy by Land Use - NaturalGas

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	62.469	0.6737	5.7570	2.4498	0.0368		0.4655	0.4655		0.4655	0.4655		7,349.2988	7,349.2988	0.1409	0.1347	7,392.9720
General Light Industry	0.276043	2.9800e-003	0.0271	0.0227	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.4756	32.4756	6.2000e-004	6.0000e-004	32.6686
General Office Building	0.310854	3.3500e-003	0.0305	0.0256	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.5710	36.5710	7.0000e-004	6.7000e-004	36.7883
High Turnover (Sit Down Restaurant)	16.0922	0.1735	1.5777	1.3252	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.1975	1,893.1975	0.0363	0.0347	1,904.4479
Strip Mall	0.646927	6.9800e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003		76.1091	76.1091	1.4600e-003	1.4000e-003	76.5613
Total		0.8605	7.4556	3.8766	0.0469		0.5946	0.5946		0.5946	0.5946		9,387.6520	9,387.6520	0.1799	0.1721	9,443.4381

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023
Unmitigated	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.4664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	38.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	410.1567	29.2286	459.7201	0.8685		63.5255	63.5255		63.5255	63.5255	6,046.9136	31,410.0000	37,456.9136	0.6020	1.1094	37,802.5658
Landscaping	4.2911	1.6553	143.4777	7.6000e-003		0.7984	0.7984		0.7984	0.7984		259.2647	259.2647	0.2469		265.4365
Total	456.1673	30.8839	603.1978	0.8761		64.3240	64.3240		64.3240	64.3240	6,046.9136	31,669.2647	37,716.1783	0.8489	1.1094	38,068.0023

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 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

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
General Office Building	11.01	1000sqft	1.00	11,005.00	0
Strip Mall	144.86	1000sqft	9.00	144,864.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation -

Vehicle Trips - See Assumptions

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

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	1.00
tblConstructionPhase	PhaseEndDate	9/23/2022	12/20/2021
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	3.33	9.00
tblLandUse	LotAcreage	0.59	1.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

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

tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

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 Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

	ROG	NOx	CO	SO2	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)

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

		Highest		
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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	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739
Energy	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	3,312.1517	3,312.1517	0.1782	0.0465	3,330.4565
Mobile	5.5242	5.2531	53.7098	0.1126	14.9157	0.0651	14.9807	3.9807	0.0606	4.0413	0.0000	11,261.2700	11,261.2700	0.7773	0.4747	11,422.1697
Waste						0.0000	0.0000		0.0000	0.0000	258.9048	0.0000	258.9048	15.3008	0.0000	641.4257
Water						0.0000	0.0000		0.0000	0.0000	47.9112	470.2291	518.1403	1.4152	0.1090	586.0024
Total	18.9584	7.1860	78.0985	0.1330	14.9157	1.0674	15.9831	3.9807	1.0630	5.0437	375.3868	15,429.2343	15,804.6212	17.7063	0.6428	16,438.8282

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.1883	0.5326	18.0733	3.0300e-003		0.1261	0.1261		0.1261	0.1261	0.0000	406.5355	406.5355	0.0352	6.9100e-003	409.4765
Energy	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	3,312.1517	3,312.1517	0.1782	0.0465	3,330.4565
Mobile	5.5242	5.2531	53.7098	0.1126	14.9157	0.0651	14.9807	3.9807	0.0606	4.0413	0.0000	11,261.2700	11,261.2700	0.7773	0.4747	11,422.1697
Waste						0.0000	0.0000		0.0000	0.0000	258.9048	0.0000	258.9048	15.3008	0.0000	641.4257
Water						0.0000	0.0000		0.0000	0.0000	47.9112	470.2291	518.1403	1.4152	0.1090	586.0024
Total	13.8696	7.1463	72.4905	0.1242	14.9157	0.2997	15.2154	3.9807	0.2952	4.2759	306.8160	15,450.1863	15,757.0023	17.7067	0.6371	16,389.5308

	ROG	NOx	CO	SO2	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	26.84	0.55	7.18	6.60	0.00	71.92	4.80	0.00	72.23	15.22	18.27	-0.14	0.30	0.00	0.88	0.30

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5242	5.2531	53.7098	0.1126	14.9157	0.0651	14.9807	3.9807	0.0606	4.0413	0.0000	11,261.2700	11,261.2700	0.7773	0.4747	11,422.1697
Unmitigated	5.5242	5.2531	53.7098	0.1126	14.9157	0.0651	14.9807	3.9807	0.0606	4.0413	0.0000	11,261.2700	11,261.2700	0.7773	0.4747	11,422.1697

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,208.48	8,208.48	8208.48	28,049,623	28,049,623
General Light Industry	35.15	35.15	35.15	155,664	155,664
General Office Building	109.36	109.36	109.36	352,288	352,288
High Turnover (Sit Down Restaurant)	1,770.30	1,770.30	1770.30	2,412,626	2,412,626
Strip Mall	4,577.12	4,577.12	4577.12	8,708,412	8,708,412
Total	14,700.42	14,700.42	14,700.42	39,678,613	39,678,613

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
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,757.9206	1,757.9206	0.1484	0.0180	1,766.9894
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,757.9206	1,757.9206	0.1484	0.0180	1,766.9894
Natural Gas Mitigated	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671
Natural Gas Unmitigated	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.28012e+007	0.1230	1.0506	0.4471	6.7100e-003		0.0850	0.0850		0.0850	0.0850	0.0000	1,216.7588	1,216.7588	0.0233	0.0223	1,223.9894
General Light Industry	100756	5.4000e-004	4.9400e-003	4.1500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3767	5.3767	1.0000e-004	1.0000e-004	5.4087
General Office Building	113462	6.1000e-004	5.5600e-003	4.6700e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	6.0547	6.0547	1.2000e-004	1.1000e-004	6.0907
High Turnover (Sit Down Restaurant)	5.87365e+006	0.0317	0.2879	0.2419	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.4401	313.4401	6.0100e-003	5.7500e-003	315.3027
Strip Mall	236128	1.2700e-003	0.0116	9.7200e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6007	12.6007	2.4000e-004	2.3000e-004	12.6756
Total		0.1570	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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

5.2 Energy by Land Use - NaturalGas

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	2.28012e+007	0.1230	1.0506	0.4471	6.7100e-003		0.0850	0.0850		0.0850	0.0850	0.0000	1,216.7588	1,216.7588	0.0233	0.0223	1,223.9894
General Light Industry	100756	5.4000e-004	4.9400e-003	4.1500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3767	5.3767	1.0000e-004	1.0000e-004	5.4087
General Office Building	113462	6.1000e-004	5.5600e-003	4.6700e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	6.0547	6.0547	1.2000e-004	1.1000e-004	6.0907
High Turnover (Sit Down Restaurant)	5.87365e+006	0.0317	0.2879	0.2419	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.4401	313.4401	6.0100e-003	5.7500e-003	315.3027
Strip Mall	236128	1.2700e-003	0.0116	9.7200e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6007	12.6007	2.4000e-004	2.3000e-004	12.6756
Total		0.1570	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.71712e+006	1,191.2506	0.1006	0.0122	1,197.3960
General Light Industry	60924.6	10.8047	9.1000e-004	1.1000e-004	10.8605
General Office Building	137563	24.3961	2.0600e-003	2.5000e-004	24.5220
High Turnover (Sit Down Restaurant)	1.10343e+006	195.6881	0.0165	2.0000e-003	196.6976
Strip Mall	1.89337e+006	335.7812	0.0283	3.4400e-003	337.5134
Total		1,757.9206	0.1484	0.0180	1,766.9894

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.71712e+006	1,191.2506	0.1006	0.0122	1,197.3960
General Light Industry	60924.6	10.8047	9.1000e-004	1.1000e-004	10.8605
General Office Building	137563	24.3961	2.0600e-003	2.5000e-004	24.5220
High Turnover (Sit Down Restaurant)	1.10343e+006	195.6881	0.0165	2.0000e-003	196.6976
Strip Mall	1.89337e+006	335.7812	0.0283	3.4400e-003	337.5134
Total		1,757.9206	0.1484	0.0180	1,766.9894

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.1883	0.5326	18.0733	3.0300e-003		0.1261	0.1261		0.1261	0.1261	0.0000	406.5355	406.5355	0.0352	6.9100e-003	409.4765
Unmitigated	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739

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	0.6326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.9812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.1270	0.3654	5.7465	0.0109		0.7941	0.7941		0.7941	0.7941	68.5709	356.1834	424.7543	6.8300e-003	0.0126	428.6739
Landscaping	0.5364	0.2069	17.9347	9.5000e-004		0.0998	0.0998		0.0998	0.0998	0.0000	29.4001	29.4001	0.0280	0.0000	30.1000
Total	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.9812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0381	0.3257	0.1386	2.0800e-003		0.0263	0.0263		0.0263	0.0263	0.0000	377.1354	377.1354	7.2300e-003	6.9100e-003	379.3765
Landscaping	0.5364	0.2069	17.9347	9.5000e-004		0.0998	0.0998		0.0998	0.0998	0.0000	29.4001	29.4001	0.0280	0.0000	30.1000
Total	8.1883	0.5326	18.0733	3.0300e-003		0.1261	0.1261		0.1261	0.1261	0.0000	406.5355	406.5355	0.0352	6.9100e-003	409.4765

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 Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	518.1403	1.4152	0.1090	586.0024
Unmitigated	518.1403	1.4152	0.1090	586.0024

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	113.694 / 71.6765	443.9934	1.1889	0.0916	501.0151
General Light Industry	1.29731 / 0	3.4548	0.0134	1.0300e-003	4.0971
General Office Building	1.95685 / 1.19936	7.5742	0.0205	1.5800e-003	8.5553
High Turnover (Sit Down Restaurant)	7.74011 / 0.49405	21.5855	0.0802	6.1500e-003	25.4229
Strip Mall	10.7301 / 6.57654	41.5324	0.1122	8.6400e-003	46.9120
Total		518.1403	1.4152	0.1090	586.0024

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	113.694 / 71.6765	443.9934	1.1889	0.0916	501.0151
General Light Industry	1.29731 / 0	3.4548	0.0134	1.0300e-003	4.0971
General Office Building	1.95685 / 1.19936	7.5742	0.0205	1.5800e-003	8.5553
High Turnover (Sit Down Restaurant)	7.74011 / 0.49405	21.5855	0.0802	6.1500e-003	25.4229
Strip Mall	10.7301 / 6.57654	41.5324	0.1122	8.6400e-003	46.9120
Total		518.1403	1.4152	0.1090	586.0024

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	258.9048	15.3008	0.0000	641.4257
Unmitigated	258.9048	15.3008	0.0000	641.4257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	802.7	162.9409	9.6295	0.0000	403.6791
General Light Industry	6.96	1.4128	0.0835	0.0000	3.5002
General Office Building	10.24	2.0786	0.1228	0.0000	5.1497
High Turnover (Sit Down Restaurant)	303.45	61.5976	3.6403	0.0000	152.6055
Strip Mall	152.1	30.8749	1.8247	0.0000	76.4913
Total		258.9048	15.3008	0.0000	641.4257

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	802.7	162.9409	9.6295	0.0000	403.6791
General Light Industry	6.96	1.4128	0.0835	0.0000	3.5002
General Office Building	10.24	2.0786	0.1228	0.0000	5.1497
High Turnover (Sit Down Restaurant)	303.45	61.5976	3.6403	0.0000	152.6055
Strip Mall	152.1	30.8749	1.8247	0.0000	76.4913
Total		258.9048	15.3008	0.0000	641.4257

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.01	1000sqft	1.00	11,005.00	0
General Light Industry	5.61	1000sqft	0.50	5,610.00	0
High Turnover (Sit Down Restaurant)	25.50	1000sqft	1.50	25,501.00	0
Apartments Mid Rise	1,745.00	Dwelling Unit	110.00	1,745,000.00	4991
Strip Mall	144.86	1000sqft	9.00	144,864.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See Assumptions

Land Use - See Assumptions

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Vehicle Trips - See Assumptions

Woodstoves - See Assumptions

Water And Wastewater - See Assumptions. No septic within the City.

Area Mitigation - See Assumptions for PDF development

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

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	200.00	1.00
tblLandUse	LandUseSquareFeet	11,010.00	11,005.00
tblLandUse	LandUseSquareFeet	25,500.00	25,501.00
tblLandUse	LandUseSquareFeet	144,860.00	144,864.00
tblLandUse	LotAcreage	0.25	1.00
tblLandUse	LotAcreage	0.13	0.50
tblLandUse	LotAcreage	0.59	1.50
tblLandUse	LotAcreage	45.92	110.00
tblLandUse	LotAcreage	3.33	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	ST_TR	1.99	6.27
tblVehicleTrips	ST_TR	2.21	9.94
tblVehicleTrips	ST_TR	122.40	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	4.09	4.70
tblVehicleTrips	SU_TR	5.00	6.27
tblVehicleTrips	SU_TR	0.70	9.94
tblVehicleTrips	SU_TR	142.64	69.42
tblVehicleTrips	SU_TR	20.43	31.60

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

tblVehicleTrips	WD_TR	5.44	4.70
tblVehicleTrips	WD_TR	4.96	6.27
tblVehicleTrips	WD_TR	9.74	9.94
tblVehicleTrips	WD_TR	112.18	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	87.25	0.00
tblWoodstoves	NumberNoncatalytic	87.25	0.00

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 Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

	ROG	NOx	CO	SO2	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)

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

		Highest		
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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	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739
Energy	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	3,312.1517	3,312.1517	0.1782	0.0465	3,330.4565
Mobile	5.5213	5.2503	53.6804	0.1125	14.9071	0.0650	14.9722	3.9784	0.0606	4.0390	0.0000	11,254.8500	11,254.8500	0.7769	0.4745	11,415.6619
Waste						0.0000	0.0000		0.0000	0.0000	258.9048	0.0000	258.9048	15.3008	0.0000	641.4257
Water						0.0000	0.0000		0.0000	0.0000	47.9112	470.2291	518.1403	1.4152	0.1090	586.0024
Total	18.9556	7.1832	78.0691	0.1329	14.9071	1.0674	15.9745	3.9784	1.0629	5.0414	375.3868	15,422.8144	15,798.2012	17.7059	0.6425	16,432.3204

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.6449	0.2027	17.5038	9.2000e-004		0.0973	0.0973		0.0973	0.0973	0.0000	28.5173	28.5173	0.0267	0.0000	29.1839
Energy	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	3,312.1517	3,312.1517	0.1782	0.0465	3,330.4565
Mobile	5.5213	5.2503	53.6804	0.1125	14.9071	0.0650	14.9722	3.9784	0.0606	4.0390	0.0000	11,254.8500	11,254.8500	0.7769	0.4745	11,415.6619
Waste						0.0000	0.0000		0.0000	0.0000	258.9048	0.0000	258.9048	15.3008	0.0000	641.4257
Water						0.0000	0.0000		0.0000	0.0000	47.9112	470.2291	518.1403	1.4152	0.1090	586.0024
Total	13.3233	6.8136	71.8916	0.1220	14.9071	0.2708	15.1779	3.9784	0.2663	4.2448	306.8160	15,065.7482	15,372.5642	17.6978	0.6299	16,002.7304

	ROG	NOx	CO	SO2	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	29.71	5.15	7.91	8.19	0.00	74.63	4.99	0.00	74.94	15.80	18.27	2.32	2.69	0.05	1.96	2.61

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	12/20/2021	12/20/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5213	5.2503	53.6804	0.1125	14.9071	0.0650	14.9722	3.9784	0.0606	4.0390	0.0000	11,254.8500	11,254.8500	0.7769	0.4745	11,415.6619
Unmitigated	5.5213	5.2503	53.6804	0.1125	14.9071	0.0650	14.9722	3.9784	0.0606	4.0390	0.0000	11,254.8500	11,254.8500	0.7769	0.4745	11,415.6619

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,201.50	8,201.50	8201.50	28,025,771	28,025,771
General Light Industry	35.17	35.17	35.17	155,763	155,763
General Office Building	109.44	109.44	109.44	352,555	352,555
High Turnover (Sit Down Restaurant)	1,770.21	1,770.21	1770.21	2,412,496	2,412,496
Strip Mall	4,577.58	4,577.58	4577.58	8,709,274	8,709,274
Total	14,693.90	14,693.90	14,693.90	39,655,860	39,655,860

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

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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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Light Industry	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,757.9206	1,757.9206	0.1484	0.0180	1,766.9894
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,757.9206	1,757.9206	0.1484	0.0180	1,766.9894
Natural Gas Mitigated	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671
Natural Gas Unmitigated	0.1571	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.28012e+007	0.1230	1.0506	0.4471	6.7100e-003		0.0850	0.0850		0.0850	0.0850	0.0000	1,216.7588	1,216.7588	0.0233	0.0223	1,223.9894
General Light Industry	100756	5.4000e-004	4.9400e-003	4.1500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3767	5.3767	1.0000e-004	1.0000e-004	5.4087
General Office Building	113462	6.1000e-004	5.5600e-003	4.6700e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	6.0547	6.0547	1.2000e-004	1.1000e-004	6.0907
High Turnover (Sit Down Restaurant)	5.87365e+006	0.0317	0.2879	0.2419	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.4401	313.4401	6.0100e-003	5.7500e-003	315.3027
Strip Mall	236128	1.2700e-003	0.0116	9.7200e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6007	12.6007	2.4000e-004	2.3000e-004	12.6756
Total		0.1570	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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

5.2 Energy by Land Use - NaturalGas

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	2.28012e+007	0.1230	1.0506	0.4471	6.7100e-003		0.0850	0.0850		0.0850	0.0850	0.0000	1,216.7588	1,216.7588	0.0233	0.0223	1,223.9894
General Light Industry	100756	5.4000e-004	4.9400e-003	4.1500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3767	5.3767	1.0000e-004	1.0000e-004	5.4087
General Office Building	113462	6.1000e-004	5.5600e-003	4.6700e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	6.0547	6.0547	1.2000e-004	1.1000e-004	6.0907
High Turnover (Sit Down Restaurant)	5.87365e+006	0.0317	0.2879	0.2419	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.4401	313.4401	6.0100e-003	5.7500e-003	315.3027
Strip Mall	236128	1.2700e-003	0.0116	9.7200e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6007	12.6007	2.4000e-004	2.3000e-004	12.6756
Total		0.1570	1.3606	0.7075	8.5700e-003		0.1085	0.1085		0.1085	0.1085	0.0000	1,554.2311	1,554.2311	0.0298	0.0285	1,563.4671

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.71712e+006	1,191.2506	0.1006	0.0122	1,197.3960
General Light Industry	60924.6	10.8047	9.1000e-004	1.1000e-004	10.8605
General Office Building	137563	24.3961	2.0600e-003	2.5000e-004	24.5220
High Turnover (Sit Down Restaurant)	1.10343e+006	195.6881	0.0165	2.0000e-003	196.6976
Strip Mall	1.89337e+006	335.7812	0.0283	3.4400e-003	337.5134
Total		1,757.9206	0.1484	0.0180	1,766.9894

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.71712e+006	1,191.2506	0.1006	0.0122	1,197.3960
General Light Industry	60924.6	10.8047	9.1000e-004	1.1000e-004	10.8605
General Office Building	137563	24.3961	2.0600e-003	2.5000e-004	24.5220
High Turnover (Sit Down Restaurant)	1.10343e+006	195.6881	0.0165	2.0000e-003	196.6976
Strip Mall	1.89337e+006	335.7812	0.0283	3.4400e-003	337.5134
Total		1,757.9206	0.1484	0.0180	1,766.9894

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

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Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	7.6449	0.2027	17.5038	9.2000e-004		0.0973	0.0973		0.0973	0.0973	0.0000	28.5173	28.5173	0.0267	0.0000	29.1839
Unmitigated	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739

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	0.6326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.9812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.1270	0.3654	5.7465	0.0109		0.7941	0.7941		0.7941	0.7941	68.5709	356.1834	424.7543	6.8300e-003	0.0126	428.6739
Landscaping	0.5364	0.2069	17.9347	9.5000e-004		0.0998	0.0998		0.0998	0.0998	0.0000	29.4001	29.4001	0.0280	0.0000	30.1000
Total	13.2772	0.5723	23.6812	0.0118		0.8939	0.8939		0.8939	0.8939	68.5709	385.5835	454.1544	0.0348	0.0126	458.7739

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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	0.1525					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.9812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5112	0.2027	17.5038	9.2000e-004		0.0973	0.0973		0.0973	0.0973	0.0000	28.5173	28.5173	0.0267	0.0000	29.1839
Total	7.6449	0.2027	17.5038	9.2000e-004		0.0973	0.0973		0.0973	0.0973	0.0000	28.5173	28.5173	0.0267	0.0000	29.1839

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	518.1403	1.4152	0.1090	586.0024
Unmitigated	518.1403	1.4152	0.1090	586.0024

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	113.694 / 71.6765	443.9934	1.1889	0.0916	501.0151
General Light Industry	1.29731 / 0	3.4548	0.0134	1.0300e-003	4.0971
General Office Building	1.95685 / 1.19936	7.5742	0.0205	1.5800e-003	8.5553
High Turnover (Sit Down Restaurant)	7.74011 / 0.49405	21.5855	0.0802	6.1500e-003	25.4229
Strip Mall	10.7301 / 6.57654	41.5324	0.1122	8.6400e-003	46.9120
Total		518.1403	1.4152	0.1090	586.0024

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	113.694 / 71.6765	443.9934	1.1889	0.0916	501.0151
General Light Industry	1.29731 / 0	3.4548	0.0134	1.0300e-003	4.0971
General Office Building	1.95685 / 1.19936	7.5742	0.0205	1.5800e-003	8.5553
High Turnover (Sit Down Restaurant)	7.74011 / 0.49405	21.5855	0.0802	6.1500e-003	25.4229
Strip Mall	10.7301 / 6.57654	41.5324	0.1122	8.6400e-003	46.9120
Total		518.1403	1.4152	0.1090	586.0024

8.0 Waste Detail

8.1 Mitigation Measures Waste

Baldwin Park Addendum - Operational Only - PDFs - Los Angeles-South Coast County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	258.9048	15.3008	0.0000	641.4257
Unmitigated	258.9048	15.3008	0.0000	641.4257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	802.7	162.9409	9.6295	0.0000	403.6791
General Light Industry	6.96	1.4128	0.0835	0.0000	3.5002
General Office Building	10.24	2.0786	0.1228	0.0000	5.1497
High Turnover (Sit Down Restaurant)	303.45	61.5976	3.6403	0.0000	152.6055
Strip Mall	152.1	30.8749	1.8247	0.0000	76.4913
Total		258.9048	15.3008	0.0000	641.4257

Baldwin Park Addendum - Operational Only - PDFs - Los Angeles-South Coast County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	802.7	162.9409	9.6295	0.0000	403.6791
General Light Industry	6.96	1.4128	0.0835	0.0000	3.5002
General Office Building	10.24	2.0786	0.1228	0.0000	5.1497
High Turnover (Sit Down Restaurant)	303.45	61.5976	3.6403	0.0000	152.6055
Strip Mall	152.1	30.8749	1.8247	0.0000	76.4913
Total		258.9048	15.3008	0.0000	641.4257

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

Baldwin Park Addendum - Operational Only - PDFs - Los Angeles-South Coast County, Annual

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

User Defined Equipment

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

11.0 Vegetation

Appendix B

Transportation Study

DOWNTOWN BALDWIN PARK SPECIFIC PLAN TRANSPORTATION STUDY

BALDWIN PARK, CA

February 11, 2022



Inside front cover

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Downtown Baldwin Park Specific Plan Transportation Study

Baldwin Park, CA

Prepared for:
City of Baldwin Park
14403 East Pacific Avenue
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Project Number 24989

February 11, 2022



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Appendices

Appendix 1: Traffic Counts

Appendix 2: Intersection LOS Calculations Worksheets

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INTRODUCTION AND BACKGROUND

The proposed Downtown Baldwin Park Transit-Oriented Development (TOD) Specific Plan (Project) outlines the updated policies and short- and long-term actions necessary to implement a new vision for downtown Baldwin Park, California. The proposed Specific Plan area is approximately 122 acres and located in the center of the city along Ramona Boulevard. Given the development interest created by adoption of the approved February 2016 Downtown TOD Specific Plan (previous Plan), the proposed seven-acre expansion over the approved Specific Plan area would further accommodate, enhance, and sustain the continued development of the Downtown area. The boundary for the Specific Plan focuses on the Downtown area surrounding the Baldwin Park Metrolink station and City Hall and includes several numerous sites that would benefit from transit-oriented development. Implementation of the proposed Specific Plan would accommodate up to 1,745 residential units and 186,981 square feet (SF) of non-residential uses within the Downtown Core, Downtown Corridor, and Downtown Edge zoning districts. Figure 1 presents the Specific Plan boundary, and

Figure 2 presents the proposed Specific Plan.

The proposed Specific Plan would be implemented over a 14-year span (2021-2035) by a variety of participants, including City and Los Angeles County agencies, business and property owners, community members and groups, non-profit organizations, and elected and appointed officials.

This transportation impact study was prepared to assess existing conditions of the circulation system within the Specific Plan area, and to evaluate potential impacts to support environmental review under the California Environmental Quality Act (CEQA). This study evaluates the impacts to the transportation system associated with the Project, including the following:

- Assessment of the existing circulation conditions, including roadways, pedestrian, bicycle and transit facilities;
- Review of consistency with existing City programs, plans, ordinances, and policies related to pedestrian and bicyclists, and transit facilities;
- Assessment of the Project's Vehicle Miles Traveled (VMT) impact compared to the City's adopted thresholds; and,
- Assessment of impacts and mitigations related to geometric design and emergency access.

Figure 1 - Proposed Specific Plan Boundary



Figure 2 - Proposed Specific Plan



REGULATORY SETTING

FEDERAL REGULATIONS

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD.

STATE REGULATIONS

ASSEMBLY BILL 32, SENATE BILL 32 AND SENATE BILL 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- ARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

CALIFORNIA COMPLETE STREETS ACT OF 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs. In 2010, the California Governor's Office of Planning and Research (OPR) released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

SENATE BILL 743

Senate Bill (SB) 743 was signed into law in September 2013. SB 743 (Steinberg, 2013) requires changes to the CEQA Guidelines regarding the analysis of transportation impacts. Historically, CEQA transportation analyses of individual projects determined impacts in the circulation system in terms of roadway delay and/or capacity at specific locations. SB 743 changes included the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts and identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's significant transportation impacts. VMT provides an indication of the amount of travel in the roadway system by multiplying the number of trips by the distance traveled. For example, 10 vehicles taking 10-mile trips each would result in a total of 100 VMT. Since the bill has gone into effect, automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Auto-mobility (often expressed as "level of service") may continue to be a measure for the local agency planning purposes. In December 2018, the California Governor's Office of Planning and Research (OPR) and the State Natural Resources Agency submitted updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law approved the updated CEQA Guidelines, thus implementing SB 743 and making VMT the primary metric used to analyze transportation impacts. The final text, final statement of reasons, and related materials are posted at <http://resources.ca.gov/ceqa>. The changes have been approved by the Office of the Administrative Law and are now in effect. For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed under SB 743. It states that, in general, transportation impacts are best measured by evaluating the project's vehicle miles traveled. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact (OPR 2017). In June 2020, the City of Baldwin Park adopted methodologies and criteria to evaluate land use and transportation projects from a VMT standpoint. The City's adopted criteria are summarized below under "local regulations".

ASSEMBLY BILL 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve intersection operations
- Signage for bicycles, pedestrians, and vehicles

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

REGIONAL REGULATIONS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is a federally designated metropolitan planning organization (MPO) and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS outlines the long-range vision and the region's transportation system investments through 2045.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

The San Gabriel Valley Council of Governments (SGVCOG) is a subregional planning agency that is composed of 31 incorporated cities and unincorporated areas in Los Angeles County. SGVCOG has a variety of regional projects and programs to improve quality of life in the San Gabriel Valley.

After receiving requests from a majority of the San Gabriel Valley cities to lead a regional effort to assist cities with completing the new VMT requirements, SGVCOG implemented a process to provide recommendations for establishing methodology, thresholds, and technical tools and procedures for CEQA analysis and transportation impacts of land use and transportation projects and plans in the local jurisdictions within the San Gabriel Valley. As a result, the City of Baldwin Park implemented VMT metrics and thresholds consistent with these recommendations, as discussed below.

LOCAL REGULATIONS

CITY OF BALDWIN PARK GENERAL PLAN

The City of Baldwin Park adopted the 2020 General Plan in 2002. The General Plan is the primary planning document for the city and serves to guide development in the city. The Baldwin Park 2020 General Plan regulates the land uses in the Downtown TOD Specific Plan area. The General Plan provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. In particular, it addresses vehicular, pedestrian, bicycle, transit, truck, and rail transportation. Parking, transportation system and demand management, and infrastructure funding policies are also included. The General Plan states in Policy 1.4 that all intersections along arterial highways must maintain a Level of Service (LOS) D or better at intersections along arterial highways during morning and evening peak travel periods.

The General Plan Circulation Element, updated in 2020, includes policies specific to the Downtown/Metrolink area, the same area as that of the approved Downtown TOD Specific Plan. Goal 8.0 directs the City to "Provide a circulation system in Downtown that supports a cohesive pedestrian district. Pursue development of a Specific Plan that clearly defines circulation improvements in the area." The following policies are the most relevant for the purpose of this analysis:

Policy 8.2: Establish a mid-block pedestrian connection between the north and south sides of Ramona Boulevard with a pedestrian-activated signal. Utilize traffic calming techniques such as enhanced paving within the crossing.

Policy 8.3: Consider alternative uses for the frontage streets/parking along Ramona Boulevard. These could include angle parking access from Ramona Boulevard with special back-up areas outside the through travel lanes.

Policy 8.4: Improve alternative through traffic routes to make these alternatives more attractive to existing Maine Avenue traffic.

Policy 8.5: Provide alternative viable access options for the land uses located along Maine Avenue (north of Ramona Boulevard) to reduce congestion in this area.

Policy 8.7: Examine potential transit opportunities which could be developed to link the North Maine Avenue with the Metrolink station.

Policy 8.8: Examine potential transit opportunities which could be developed to Downtown with the Metrolink station.

Policy 8.9: Establish a pedestrian linkage between the Metrolink station and Downtown.

CITY OF BALDWIN PARK DOWNTOWN SPECIFIC PLAN

The City adopted the Downtown TOD Specific Plan in 2016. Where Specific Plan zoning is inconsistent with the 2020 General Plan, the General Plan is being updated concurrently with this Specific Plan to ensure consistency between the two documents. With the exception of a few areas of land use change, the Specific Plan is consistent with all elements of the 2020 General Plan. The Specific Plan is supportive of General Plan goals and policies to “establish a pedestrian core for Downtown...” and “pursue development of a Specific Plan for the Downtown to provide further direction on the precise land use, circulation and public improvements for the area” (2020 General Plan, Land Use Element, Goal 8.0 and associated policies).

The Environmental Impact Report (EIR) for the Specific Plan (adopted October 2015) determined that transportation impacts associated with implementation of the approved Specific Plan would be less than significant with implementation of mitigation measures. According to the approved EIR, mitigation measures TRAF-1 through TRAF-3 (listed below) would implement street improvements within the existing Ramona Boulevard right-of-way that would improve the level of service at the Ramona Boulevard/Maine Avenue and Ramona Boulevard/Baldwin Park Boulevard intersections to LOS E.

- TRAF-1** Intersection No. 1: Ramona Boulevard & Maine Avenue. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb-to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right-turn lane.
- TRAF-2** Intersection No. 1: Convert Maine Avenue between Pacific Avenue and Sterling Way to a one-way (westbound) only roadway. This shall be achieved by the relocating of Maine Avenue to be located along the rear of the commercial uses fronting on Ramona Boulevard between Pacific Avenue and Sterling Way.
- TRAF-3** Intersection No. 13: Ramona Boulevard & Baldwin Park Boulevard. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right-turn lane.

CITY OF BALDWIN PARK VMT CRITERIA

As previously discussed, changes in state law require the City to adopt new CEQA thresholds of significance for transportation impacts. Based on guidance provided through an implementation process led by the San Gabriel Council of Governments (SGVCOG), the City adopted the following criteria for the purposes of analyzing transportation impacts under CEQA that would be allocable to the Specific Plan. These were adopted by City Council resolution 2020-027 on June 17, 2020.

The City's VMT significant impact thresholds are summarized below:

- Land Use Plans: Significant impacts would occur if the VMT per service population for the land use plan exceeds 15 percent below the baseline VMT.
- Land Use Projects: Significant impacts would occur if a project generated VMT (per capita, per employee, or per service population) higher than 15 percent below the baseline VMT.

- Transportation Projects: Significant impacts would occur if the projects resulted in a net increase in VMT.

The baseline VMT is defined as the average VMT for the area represented by the SCVCOG, as measured by VMT per capita, VMT per employee, or VMT per service population. A project's VMT must be compared to the baseline VMT when determining potential significant impacts. The existing and future baseline VMT must be calculated using the Southern California Association of Governments (SCAG) 2016 travel demand model.

The City also adopted screening criteria which can be used to quickly identify when a project should be expected to cause a less-than-significant impact related to VMT and would not require a detailed VMT analysis. Before any analysis is undertaken, the project must undergo this screening assessment to determine if it can be screened out of a detailed VMT study. The City's screening criteria is detailed below:

- Project Type Screening: Screen out retail projects up to 50,000 square feet in floor area and projects generating less than 110 daily trips.
- Low VMT Screening: Screen out residential and office projects located in low VMT areas. Low VMT is defined as 15 percent below the baseline VMT metrics.
- Transit Priority Area (TPA) Screening: Screen out projects in TPAs, defined as an area within ½-mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon year. A major transit stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- Affordable Housing Screening: Screen out affordable housing developments or affordable housing units within mixed-use developments.

ENVIRONMENTAL SETTING

ROADWAY NETWORK

Street design, connectivity, and the overall built environment influence the type of transportation mode a person chooses to use. Within the Specific Plan area today, Baldwin Park is supported by a network of core regional streets, including Ramona Boulevard, Baldwin Park Boulevard, Maine Avenue, and Pacific Avenue, with several smaller connecting streets that provide local connectivity. Much of the street network within the Specific Plan, however, is designed to prioritize cars over other modes of transportation. This is demonstrated by the abundance of public parking, wide streets and travel lanes, and limited pedestrian and bicycle connectivity and amenities. Figure 3 depicts the major streets in the Specific Plan area. Key circulation streets within the Specific Plan include:

Ramona Boulevard is a major east-west roadway with a wide 230-foot right-of-way (from property line to property line), four travel lanes plus a center median (with left-turn pockets at intersections), and narrow 4-foot wide bicycle lanes in the Specific Plan area. The Baldwin Park General Plan classifies Ramona Boulevard as an arterial roadway. Ramona Boulevard provides a high degree of mobility and access to the surrounding community, and is the main corridor for local traffic while also serving as a thoroughfare for regional traffic to the I-605 freeway and a parallel route to the I-10 freeway. All major intersections along the corridor are signalized. While on-street parking is prohibited, off-street parking lots are available immediately adjacent to the corridor through most of the Specific Plan area on both the north and south side of the street. Ramona Boulevard also serves as a key corridor for public transportation and provides bus stops for five different bus routes within the Specific Plan area. Bus stops along Ramona Boulevard are primarily bus bays that allow buses to pick up and discharge passengers outside of the travel lanes.

Baldwin Park Boulevard is a four-lane roadway with a center turn lane (north of Ramona Boulevard) or raised median (south of Ramona Boulevard) and left-turn pockets at intersections. It is classified as an arterial roadway in the City's General Plan. While the corridor provides a high degree of access within Baldwin Park, it also serves a regional connection to the I-10 freeway. Within the Specific Plan area, major intersections are signalized, and there is one mid-block pedestrian crossing connecting pedestrians to Morgan Park. On-street parking is provided at select locations with some time restrictions.

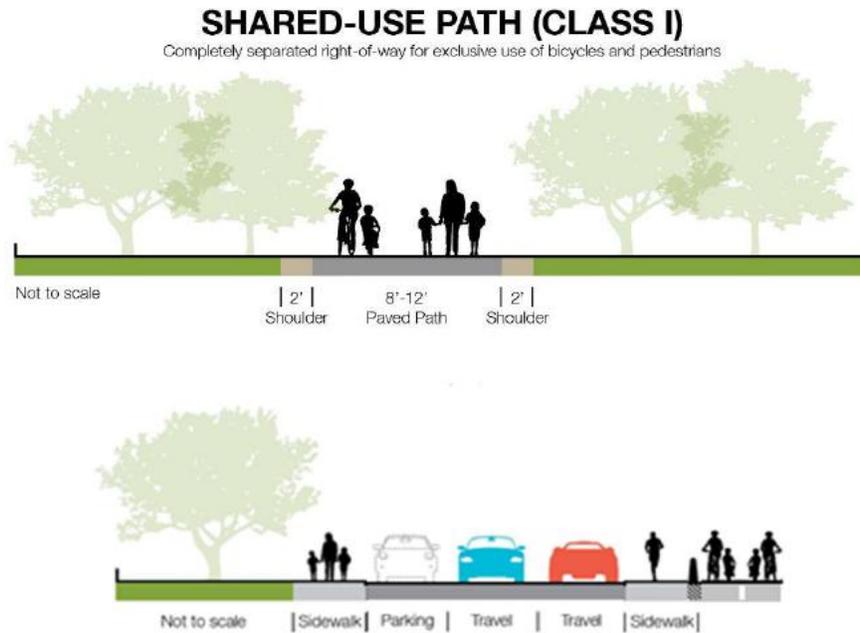
Maine Avenue is classified as a collector in the City's General Plan and provides important local access to retail shops and destinations in the Downtown area. The corridor travels north-south from Los Angeles Avenue to Ramona Boulevard: south of Ramona Boulevard, the roadway intersects with Pacific Avenue and changes alignment to travel to the southwest direction. Within the Specific Plan area, Maine Avenue has traffic signals at major intersections. On-street parking is permitted at various locations with some time restrictions. North of Ramona Boulevard, the street was recently restriped to provide one travel lane in each direction, a center left-turn lane, and a bicycle lane. Between Ramona Boulevard and Pacific Avenue, Maine Avenue has two lanes in each direction. Sidewalks are present along the entire corridor; however, they are often narrow.

Pacific Avenue provides a connection between the I-10 freeway and downtown Baldwin Park. Between Bogart Avenue and Ramona Boulevard, Pacific Avenue transitions into Maine Avenue and then continues as Pacific Avenue to the west between Ramona Boulevard and Sterling Way. South of Maine Avenue, Pacific Avenue is a four-lane street with left-turn pockets at intersections. It is classified as a collector roadway in the City's General Plan and provides important local access. Between Bogart Avenue and Downing Avenue, there is a gated train crossing for the Metrolink San Bernardino rail line at-grade crossing (the Baldwin Park station is located immediately east of the roadway). Between Ramona Boulevard and Sterling Way, Pacific Avenue has one lane in each direction. On-street parking is generally provided on both sides of the street with some restrictions.

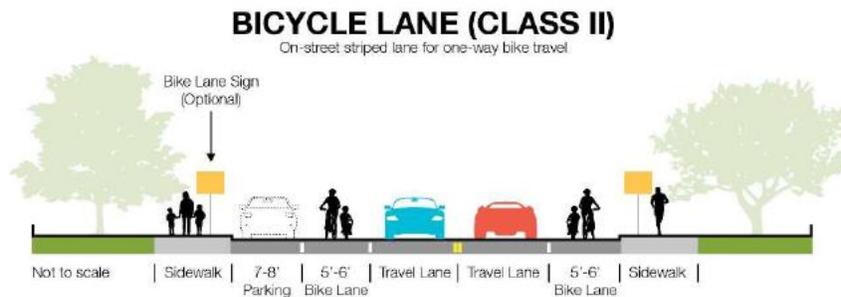
BICYCLE FACILITIES

Bicycle facilities are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and the jurisdiction's preferences.

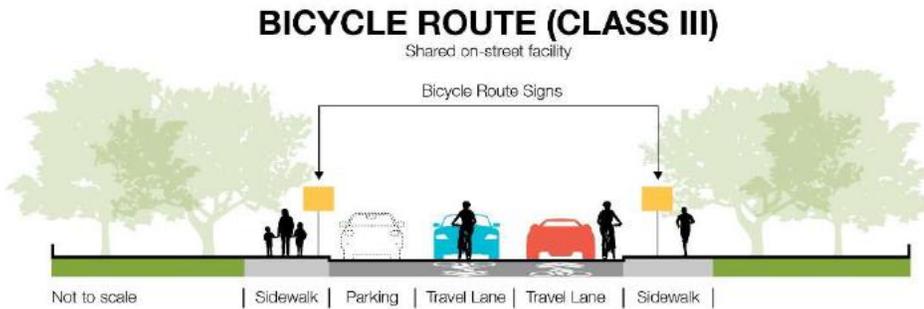
- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.



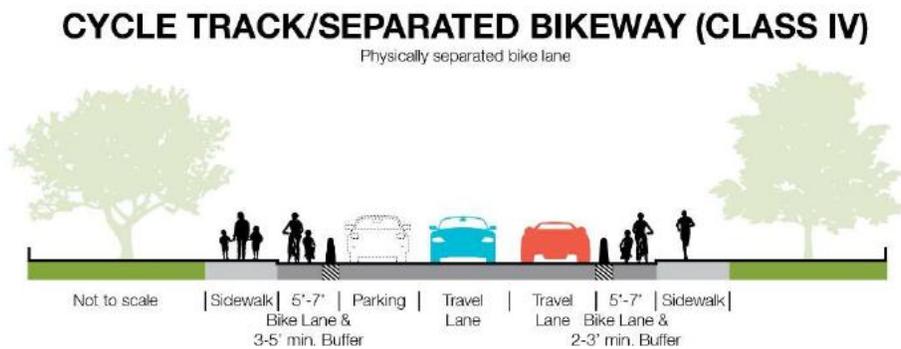
- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).



- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.



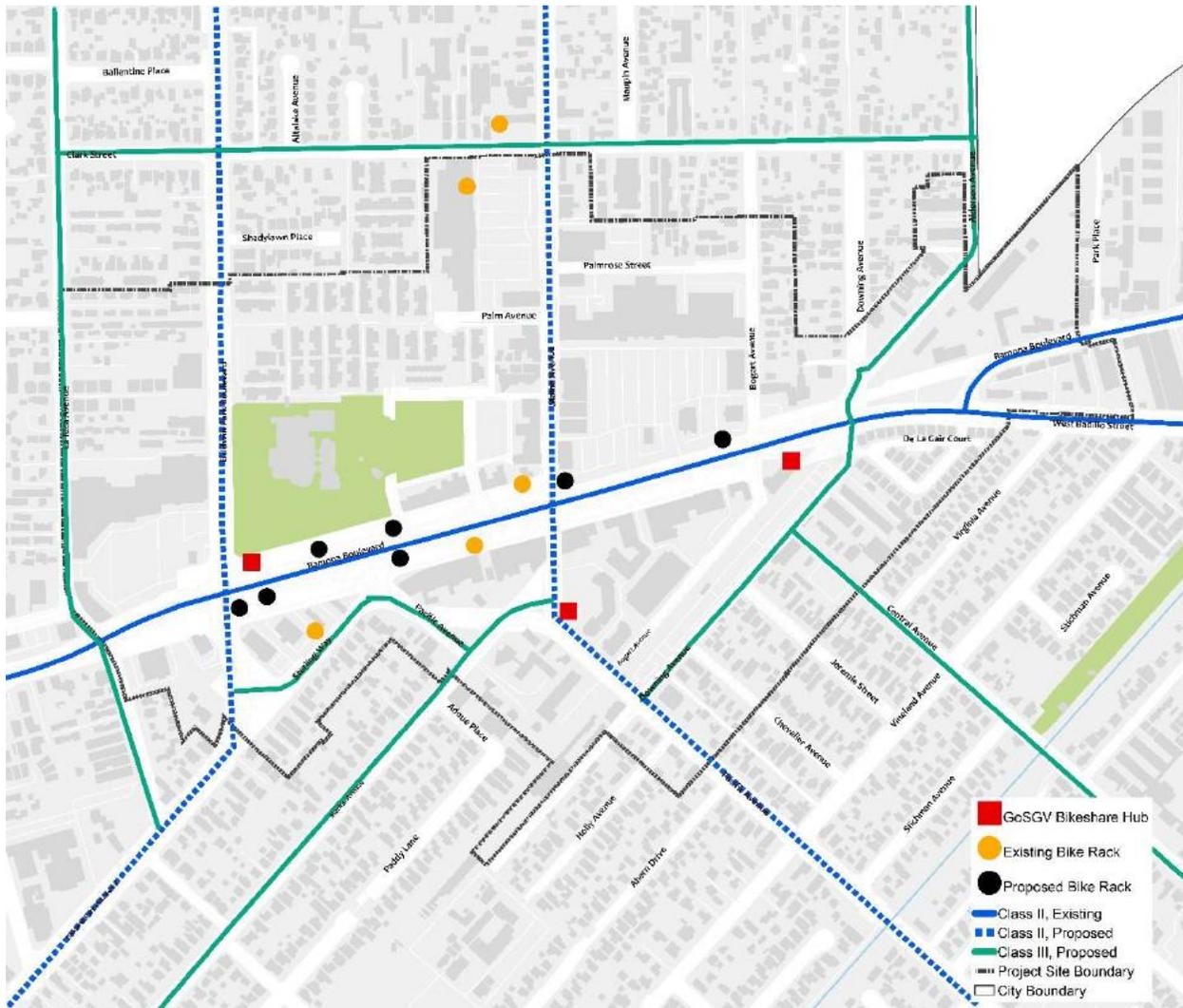
As shown in Figure 4, there are limited bicycle facilities in the Specific Plan area that provide connectivity for bicyclists. The existing bicycle facilities are listed below:

- Class II bike lane on Ramona Boulevard throughout the Specific Plan area. This bike lane extends from the I-605 to eastern city limits.
- Class II bike lane on Badillo Street from Ramona Boulevard to eastern city limits.
- Class II bike lane on Maine Avenue from Ramona Boulevard to northern city limits.

In October 2020, the GoSGV electric-assist bikeshare program was launched in the San Gabriel Valley, including 45 bikes and 9 bike stations in the City. GoSGV is a regional bikeshare program organized by the San Gabriel Valley Council of Governments (SGVCOG). Users can unlock bikes using an app and are charged \$2 to unlock a bike and 10 cents per minute to ride. In Baldwin Park, bikeshare hub locations are available at Morgan Park, the Metrolink station, and near City Hall.¹

¹ As of publication of this report, the GoGCV program is on pause, and a new e-bike program is currently under development.

Figure 4 - Existing and Planned Bicycle Network



PEDESTRIAN FACILITIES

Most roadways in the Specific Plan area provide continuous sidewalks on both sides of the road; however, the width and condition of the sidewalks vary greatly throughout. In particular, sidewalks on Main Avenue south of Ramona Boulevard are narrow and create a pinch-point for people walking north from City Hall and other destinations.

Crosswalks on arterial and collector roads within the Specific Plan area generally consist of high-visibility wide parallel stripes or have paving treatments to call extra attention to pedestrians in crosswalks. Most crosswalks are located at signalized intersections on the arterial and collector roads, although there is a mid-block pedestrian crossing on Baldwin Park Boulevard.

One measure of an area's walkability is the Walk Score², a tool that measures walkability of an area. The methodology analyzes many walking routes between a variety of locations, while also weighing

² <https://www.walkscore.com/>

destinations, population, and roadway factors. The Specific Plan area has a Walk Score of 81 out of 100, reflecting a very walkable area where most errands can be accomplished on foot. However, sidewalks to key pedestrian activity centers (such as Ramona Boulevard, Maine Avenue, and Pacific Avenue) are narrow, have limited shading, and do not support high levels of pedestrian activity.

Large block size and the overall street design limit pedestrian connectivity and impact a user's experience. While Ramona Boulevard and Maine Avenue have numerous retail shops, a large portion of the street's frontage are parking lots, creating an unfriendly walking experience and multiple driveway crossings. Ramona Boulevard's overall auto-centric design creates a perceived and physical barrier for pedestrian activity between the north and south sides of the Specific Plan area.

To illustrate pedestrian connectivity, **Error! Reference source not found.** shows locations of sidewalks and marked crosswalks within the Specific Plan area.

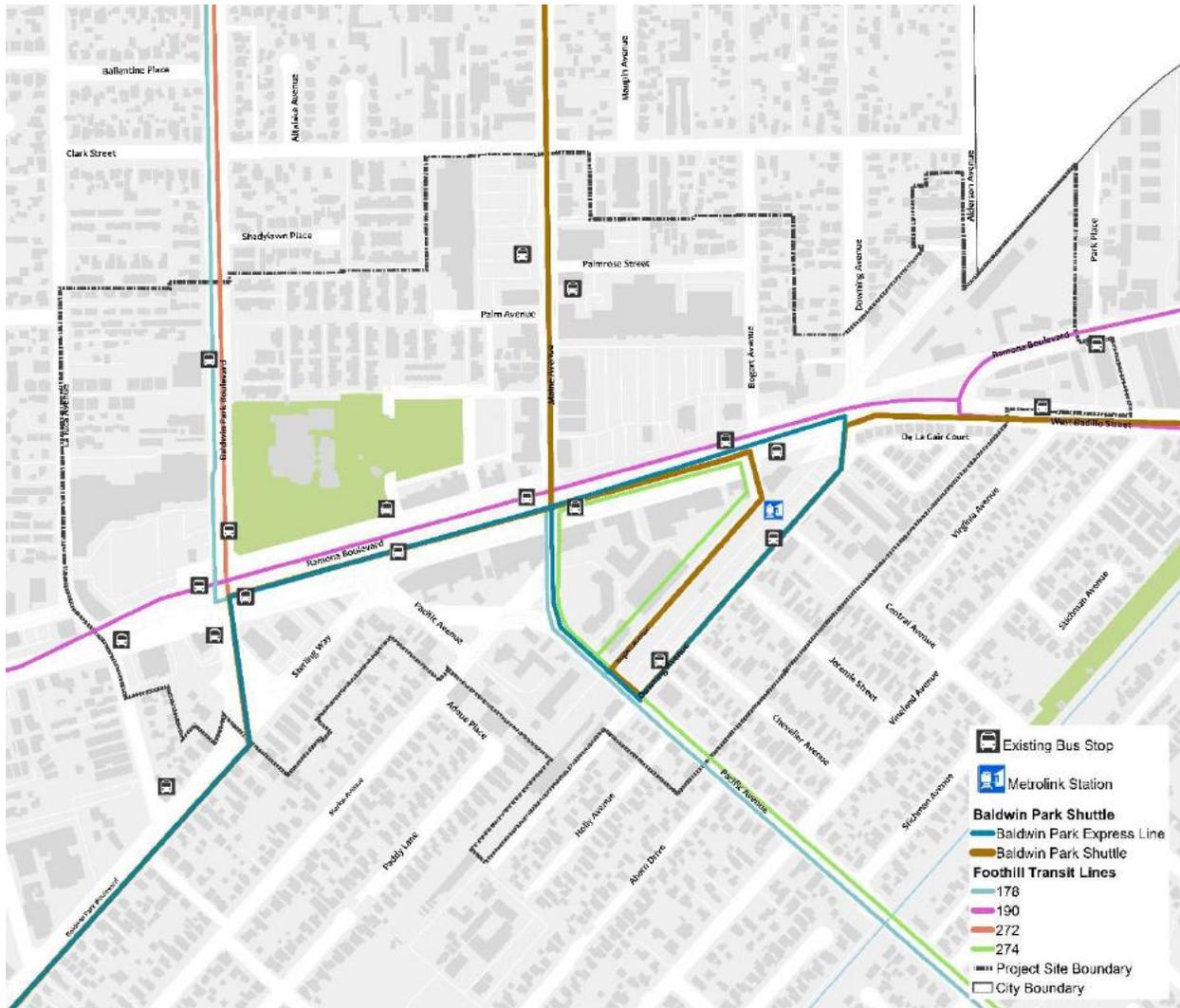
Figure 5 - Existing Pedestrian Facilities



TRANSIT SERVICES

The Specific Plan area is served by a variety of public transportation options, as illustrated in Figure 6. These services include regional rail, regional bus transit, and local bus services, as described below.

Figure 6 - Existing Transit Network



METROLINK

Metrolink operates 30 passenger trains daily that travel through the Baldwin Park Metrolink Station on a daily basis. The San Bernardino Line, which stops at the Baldwin Park Metrolink Station, runs between Downtown Los Angeles and San Bernardino. The San Bernardino Line operates daily from 4:00 AM to 12:30 AM and until 1:00 AM on weekend nights. The passenger rail operates around every 15-30 minutes during weekday morning and afternoon peak periods and at about 60-minute frequencies on weekends. Morning trains are primarily westbound trains whereas afternoon trains are more frequently eastbound trains. Due to the COVID-19 pandemic, Metrolink has temporarily reduced service schedules.

FOOTHILL TRANSIT

Foothill Transit provides regional bus service throughout Southern California's San Gabriel and Pomona Valleys, including express bus routes to Pasadena and Downtown Los Angeles. The Specific Plan area is serviced by four different Foothill Transit lines, with a total of 14 bus stops. The bus stops in the Specific Plan area typically include shelters, benches, and bus bays for buses, and many of the stops share locations between the different service routes. Foothill Transit runs the following routes within the Specific Plan area:

- **178 (Puente Hills Mall – El Monte Station):** Connects El Monte and Puente Hills to the Baldwin Park Metrolink Station. Within the Specific Plan area, the route travels on Pacific Avenue, Downing Avenue, Ramona Boulevard, and Baldwin Park Boulevard. It operates at 10- to 25-minute headways during weekday AM and PM peak periods and 30- to 40-minute headways during off-peak periods. On weekends, the route operates with 20- to 60-minute headways. Peak periods are morning and afternoon time periods when transit riding is heaviest, they generally fall in line with peak vehicle commute times.
- **190 (El Monte – West Covina – Pomona):** Runs along Ramona Boulevard and Badillo Street. It operates at 10- to 25-minute headways during weekday AM and PM peak periods and 30- to 60-minute headways during off-peak periods. On weekends, the route operates with 30- to 60-minute headways.
- **272 (Duarte – Baldwin Park – West Covina):** Runs along Baldwin Park Boulevard, connecting Baldwin Park to Durante and West Covina. It operates at 30-minute headways during AM and PM peak periods and 60-minute headways during off-peak periods. On weekends, the route operates with 60-minute headways.
- **274 (Baldwin Park – Industry – Whittier):** Connects to the Baldwin Park Metrolink Station via Pacific Avenue, Downing Avenue, and Ramona Boulevard. It operates at 30-minute headways during AM and PM peak periods and 60-minute headways during off-peak periods. On weekends, the route operates with 60-minute headways.

In addition, Foothill Transit operates Access Service, a curb-to-curb shared-ride service within $\frac{1}{4}$ mile of fixed-route bus and rail lines throughout Los Angeles County.

CITY OF BALDWIN PARK

The City operates public transit services within the city that provide localized access to key destinations.

- **Baldwin Park Shuttle:** The City of Baldwin Park operates two circulator bus routes (the Teal route and the Pumpkin route) that provide access to a variety of points in Baldwin Park. Within the Specific Plan area, the shuttle service travels along Badillo Street, Downing Avenue, Bogart Avenue, Maine Avenue, and Baldwin Park Boulevard. The shuttle runs Mondays through Fridays from 6:00 AM to 7:00 PM, Saturdays from 8:00 AM to 5:00 PM, and Sundays from 9:00 AM to 4:00 PM. The two routes operate at 25- to 60-minute headways during the weekday and 30- to 40-minute headways during the weekend. Shuttle stop amenities vary greatly within the Specific Plan area, ranging from stops with shelters and benches to stops with only a bench with a signpost.
- **Baldwin Park Express:** The Baldwin Park Express is a shuttle service that operates from Mondays to Fridays from 6:20 AM to 8:15 PM to provide more direct access from the Metrolink Station to the Kaiser Permanente Baldwin Park Medical Center, located on Baldwin Park Boulevard south of I-10. During peak periods, the shuttle offers 7- to 30-minute headways.

SIGNIFICANCE THRESHOLDS AND ANALYSIS METHODOLOGY

INTERSECTION LOS

This section provides an overview of the methodology for the traffic impact analysis related to intersection levels of service (LOS). Operations at the study intersections were assessed to review how key intersections within the Specific Plan area currently function. This analysis is not provided to assess potential project impacts under CEQA, consistent with SB743 requirements and the City's transportation impact analysis methodologies.

LOS describes the operating conditions experienced by users of a facility. LOS is a qualitative measure of the effect of several factors, including speed, travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated "A" through "F," from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity while LOS F represents over capacity or forced flow conditions. In general, LOS D or better is considered acceptable while LOS E and LOS F are not. These conditions are generally described in Table 1.

Table 1 - General Level of Service Definitions

LOS	Description
A	Free Flow or Insignificant Delays: Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
B	Stable Operation or Minimal Delays: The ability to maneuver within the traffic stream is only slightly restricted, and control delay at signalized intersections are not significant.
C	Stable Operation or Acceptable Delays: The ability to maneuver and change lanes is somewhat restricted, and average travel speeds may be about 5 percent of the free flow speed.
D	Approaching Unstable or Tolerable Delays: Small increases in flow may cause substantial increases in delay and decreases in travel speed.
E	Unstable Operation or Significant Delays: Significant delays may occur, and average travel speeds may be 33 percent or less of the free flow speed.
F	Forced Flow or Excessive Delays: Congestion, high delays, and extensive queuing occur at critical signalized intersections with urban street flow at extremely low speeds.

Source: *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2016

All intersection operations analyses described in this report were performed in accordance with the procedures stated in the 6th Edition Highway Capacity Manual (HCM). Peak 15-minute flow rates were used in the evaluation of levels of service to provide analyses based on a reasonable worst-case scenario. The peak hours were identified as the worse 4 consecutive 15-minute periods during the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM). These represent the critical time periods for evaluation based on peak demand on the surrounding transportation system and the peak demand associated with the Project. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. During all other periods, the transportation system likely will operate under conditions better than the conditions described in this report.

The HCM procedure calculates a weighted average stop delay in seconds per vehicle at an intersection and assigns a level of service designation based on the delay. Table 2 presents the relationship of average delay to level of service.

Table 2 - Signalized Intersection Level of Service Definitions

Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions
≤10.0	A	LOS A represents free-flow travel with excellent levels of comfort and convenience and the freedom to maneuver.
>10.0 and ≤20.0	B	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
>20.0 and ≤35.0	C	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
>35.0 and ≤55.0	D	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
>55.0 and ≤80.0	E	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
>80.0	F	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Source: Highway Capacity Manual, Transportation Research Board, Washington D.C., 2016

VMT

This study assesses the changes in VMT per service population (VMT/SP) and total VMT between Cumulative (2040) No Project and Cumulative (2040) Plus Plan (proposed Specific Plan update) conditions to identify if the Plan would result in an increase in VMT per service population (residents + employees) or total VMT in the Specific Plan area. Baseline (2021) VMT and Cumulative VMT were extracted using the Southern California Association of Governments (SCAG) model to maintain consistent data sources.³ Calculations for the VMT for the Project was determined for the traffic analysis zones (TAZs) that comprise the Specific Plan area.

The City's VMT significant impact threshold for land use plans such as the proposed Downtown TOD Specific Plan is:

- Project Impact:** A project-specific impact would occur if the VMT per service population (VMT/SP) would be greater than 15 percent less than the baseline. For typical land development projects, such as residential, office, and commercial spaces, the VMT comparison is normally done under the baseline year (2021). Since the Specific Plan is anticipated to take multiple years to be implemented and developed, it is more appropriate to calculate the project-generated VMT under the long-term 2040 horizon year (which would be consistent with the anticipated implementation of the Specific Plan). Based on this approach, if the VMT/SP is lower in the horizon year with the Plan than the VMT/SP under existing conditions, the Plan would have a less than significant impact on VMT.
- Cumulative Impact:** A cumulative impact would occur if there would be a net increase in total regional (SGVGOG region) VMT under horizon year conditions. In other words, a significant

³ The VMT analysis conducted by SGVCOG used the 2016 SCAG travel demand model; this same model was used for the project analysis conducted for this study. The baseline 2021 VMT was obtained by interpolating the 2012 base year and the long range 2040 model results.

cumulative impact would occur in the horizon year 2040 if the total VMT with the proposed Specific Plan would be greater than the total VMT with the currently adopted Plan.

The results of the VMT analysis are presented under the VMT Impact analysis section below.

NON-CEQA TRAFFIC OPERATIONS ANALYSIS

As previously discussed, the City’s General Plan requires that all intersections along arterial highways must maintain a Level of Service (LOS) D or better during the weekday morning and evening peak travel periods. The existing intersection analysis conducted for this study was based on traffic counts collected in December 2021. At the study intersections, data was collected on Thursday, December 2, 2021 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Appendix 1 includes the intersection counts raw data.

Table 3 summarizes existing traffic operations at key intersections within the Downtown Baldwin Park Specific Plan area along Ramona Boulevard. Appendix 2 contains the year 2021 existing conditions Synchro worksheets. As shown in Table 3, the existing signalized intersections operate at Level of Service ranging from “B” to “C” or better during the weekday AM and PM peak hours. Table 3 shows the highest level of delay is currently 31.1 seconds per vehicle, which indicates that study intersections can accommodate higher traffic levels at their current configuration without reaching unacceptable delay levels that would correspond to LOS E.

Table 3 - Existing Conditions Intersection Operations

ID	Intersection	Weekday AM		Weekday PM	
		Delay	LOS	Delay	LOS
1	Baldwin Park at Ramona Boulevard	29.2	C	29.1	C
2	Maine Avenue at Ramona Boulevard	26.8	C	31.1	C
3	Bogart Avenue at Ramona Boulevard	20.4	C	20.7	C
4	Downing Avenue at Ramona Boulevard	18.2	B	18.1	B
5	Ramona Boulevard at Badillo Street	18.9	B	21.4	C

Source: Kittelson & Associates, Inc. 2022

CEQA TRANSPORTATION ANALYSIS

The following provides an evaluation of the Project's potential significant transportation-related impacts associated with:

- (1) potential conflicts with City's programs, plans, ordinances and policies;
- (2) VMT; and,
- (3) potential geometric design hazards.

PROGRAMS, PLANS, ORDINANCES, AND POLICIES

The City has many programs, plans, ordinances, and policies related to the transportation system within the city limits. The following discusses the primary programs, plans, ordinances, and policies related to the Project and the study area.

The Downtown TOD Specific Plan takes advantage of the central location of the Metrolink Station and emphasizes a multimodal approach to circulation within the area. In particular, the Downtown TOD Specific Plan aims to enhance the transportation network with improvements to pedestrian, bicycle and transit operations while maintaining adequate vehicular and goods movement conditions. These improvements include road diets, expansion of the bicycle network, improved pedestrian facilities, enhanced access to and from transit, and changes in roadway classification.

Road diets and context-sensitive complete streets redesigns are proposed at the following locations:

- Ramona Boulevard from La Rica to Park Place: Ramona Boulevard is proposed to be redesigned as a narrower, four-lane gateway corridor with a wide landscaped median. On-street parking would be provided where bus pockets are not present. These parking areas can be used as a flex zone for unloading/loading or repurposed as parklets. The existing parking lots along both sides of Ramona Boulevard will also be reconfigured into an active corridor serving businesses and public facilities along the street.
- Maine Avenue north of Ramona Boulevard: This segment will be restriped to two vehicular travel lanes. Narrowing the roadway will also include installing a raised center median with left-turn pockets and striping a buffered bike lane.
- Baldwin Park Boulevard from Park Shadow Court to south of Sterling Way: The outside lane will be narrowed to allow for on-street parking or "flex zones" for bicycle facilities, bus boarding, or ride-hail pick-up/drop-off.

The plan will continue to be served by commuter rail (Metrolink) and multiple local and regional bus routes, which provide regional connectivity by transit. In addition, bicycle and pedestrian improvements will improve connectivity to the Metrolink station. In particular, the establishment of Mobility Hubs will provide convenient locations for residents, employees and visitors to transfer between modes, view wayfinding information to plan trips to nearby destinations, and connect to shared-ride or bicycle-share providers. The Specific Plan's vision also includes redeveloping underutilized parking areas in the Downtown area and enhancing Ramona Boulevard as a multimodal street.

Smaller blocks and additional streets and paths throughout Downtown Baldwin Park have been proposed to improve pedestrian connectivity to transit and throughout the Specific Plan area. **Error! Reference source not found.** shows the proposed streets and paths that will break up larger blocks into smaller ones and provide alternate routes for shorter trips. These new neighborhood streets are intended to provide local access and increase pedestrian accessibility to local businesses and residential redevelopments. These paths will have wide sidewalks and landscaping to create a more vibrant downtown environment. In addition, the Specific Plan proposes a transit plaza, mobility hub, and improved pedestrian access to the Baldwin Park Metrolink station.

Figure 7 - Proposed Street Network Map



Source: Downtown Baldwin Park Specific Plan

As previously discussed, the City's General Plan includes several policies to promote pedestrian, bicycle, and transit use. The Specific Plan would provide for reduced parking, narrower streets, buffered bike lanes, widened sidewalks, and better transit access in the Specific Plan area, which would promote pedestrian and bicycle travel and the use of transit, and create a more vibrant environment for residents and businesses in the area. In summary, the proposed Project would not conflict with or preclude the ability of Baldwin Park to implement its programs, plans, ordinances, and policies related to the transportation system.

VMT IMPACT ANALYSIS

PROJECT LEVEL ANALYSIS

Per the City's criteria, a significant transportation impact would occur if the VMT per service population is greater than 15 percent below the baseline. The VMT per service population under baseline conditions is 34.85. The VMT threshold is 15 percent below the baseline (0.85×34.85), which is 29.2 miles per service population.

Since the Specific Plan would have a build-out horizon in the future, project-generated VMT was calculated under 2040 conditions. Overall, development of the Specific Plan would result in 24.5 VMT per service population under 2040 conditions. As the Specific Plan would have a VMT per service population under the applicable threshold, it would have a less than significant impact.

CUMULATIVE ANALYSIS

A cumulative impact consists of an impact which is created as a result of the combination of the project with other projects causing related impacts. A project has cumulatively considerable environmental effects (i.e., is significant) when the incremental effects of the project are significant when viewed in connection with the effects of other projects, including probable future projects.

A significant transportation cumulative impact would occur if there were a net increase in total regional VMT under horizon year 2040 conditions. The total VMT in the SGVCOG region was calculated under the Cumulative (2040) condition without and with implementation of the Specific Plan. The Cumulative No Project VMT within the region is 99,899,334. The Cumulative with Project VMT was estimated to be 99,904,585. This results in an increase of VMT of 5,250, which is a 0.01 percent increase in the total VMT in the region compared to the No Project scenario.

To offset the 5,250 VMT increase with the Project, it would be necessary to reduce the VMT generated in the Specific Plan area. Overall, under horizon year 2040, the TAZs in the Specific Plan area would have a VMT of 556,659. As such, the VMT within the Plan area would need to be reduced by 0.94 percent to address the 5,250 increase in VMT with the Project

It should be noted that the SCAG travel demand model used to estimate the Project's VMT impacts is not sensitive enough to account for effects of the pedestrian, bicycle and transit improvements proposed as part of the Project. In particular, the Specific Plan would provide for reduced parking, narrower streets, buffered bike lanes, widened sidewalks, and better transit access in the Specific Plan area, which would promote pedestrian and bicycle travel and the use of transit, and create a more vibrant environment for residents and businesses in the area.

To assess the reduction in VMT with features of the Specific Plan, VMT reductions have been identified from California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, published in August 2021. For example, Measure T-3, Provide Transit-Oriented Development reduces car use and use of transit, which can reduce VMT from between 6.9 to 31 percent.

It is expected the improvements to the transportation network and the new land uses associated with the Specific Plan would be consistent with Measure T-3, and therefore could expect to have a reduction of in excess of 38,000 VMT. Applying this reduction to the Project-level VMT analysis indicates that the Specific Plan would not result in an increase in the regional VMT. Therefore, the cumulative impact with the Specific Plan would be less than significant.

GEOMETRIC DESIGN HAZARDS

The method for determining geometric design impact involves examining the existing interactions on roadways around the study area between vehicles to vehicles, vehicles to bikes and vehicles to pedestrians, and determining how those interactions may change with the proposed Project.

The Specific Plan would be designed to ensure that no hazardous circulation conditions are created as a result of implementation of the proposed Project. The Specific Plan includes a circulation plan with roadway classifications consistent with the City of Baldwin Park General Plan.

The Specific Plan includes circulation network improvements. These improvements would be subject to review and future consideration by the City's Public Works engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Roadway improvements would have to be made in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual.

Overall, implementation of the Specific Plan would not result in hazardous conditions. As individual projects and circulation improvements would undergo review by Public Works and Planning departments for approval and construction and would have to meet design guidelines, no impacts would occur.

CONCLUSION

This transportation impact study was prepared to assess existing conditions of the circulation system within the Specific Plan area, and to evaluate potential impacts to support environmental review under the California Environmental Quality Act (CEQA).

The following is provided to assess existing circulation conditions, not to evaluate potential project impacts under CEQA. The Specific Plan has a Walk Score of 81 out of 100, reflecting a very walkable area where most errands can be accomplished on foot. However, sidewalks to key pedestrian activity centers (such as Ramona Boulevard, Maine Avenue, and Pacific Avenue) are narrow, have limited shading, and do not support high levels of pedestrian activity. There are limited bicycle facilities in the Specific Plan area to provide connectivity for bicyclists. The Specific Plan area is served by a variety of public transportation options, including Metrolink commuter rail service, and bus service operated by Foothill Transit, and the Baldwin Park shuttle. A review of existing operations at five key intersections indicates the intersections operate at acceptable levels of service.

Transportation analyses were conducted to identify if the Specific Plan would result in significant transportation impacts under CEQA. A VMT analysis was conducted to review whether the Plan would result in an increase in VMT per service population (residents + employees) or total VMT in the Specific Plan area. Development of the Specific Plan would result in 24.5 VMT/SP, which is below the applicable threshold. In addition, an analysis of potential cumulative impacts was conducted to identify if development of the Specific Plan would result in a net increase in total regional VMT under horizon year 2040 conditions. Overall, the Project would be considered to have a less-than-significant impact on Cumulative VMT conditions.

Implementation of the Specific Plan would not conflict with or preclude the ability of the City of Baldwin Park to implement its programs, plans, ordinances, and policies related to the transportation system.

As with the approved Specific Plan, individual projects under the proposed Specific Plan would be required to comply with performance standards that would limit any new traffic impacts. Compliance with these requirements would ensure that future residential units approved pursuant to the proposed Specific Plan would not generate traffic beyond the capacity of the neighborhood in which they are established, conflict with applicable policies or regulations related to circulation, create significant traffic hazards, or impede emergency access. With mobility hubs providing improved circulation and connectivity for all modes of transportation, including MetroLink, pedestrian, and bicycle access, future residents in the new housing units would be more likely to use alternative modes of transportation or public means, and not own cars that would cause an increase in traffic on roadways in the Specific Plan area. As part of the proposed Specific Plan, a Parking Management Plan would also be included to promote the use of other transportation services and incentives to reduce the parking demand for office, residential, and retail uses in the Project area. Therefore, the proposed Specific Plan would not result in new or substantially more severe impacts to transportation, and the proposed Project would therefore be consistent with the 2016 approved Specific Plan EIR.

Appendix 1 —

Traffic Counts

City of Baldwin Park
 N/S: Ramona Boulevard/Lozano Drive
 E/W: Ramona Boulevard/Badillo Street
 Weather: Clear

File Name : 05_BPK_Ramona_Bad AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

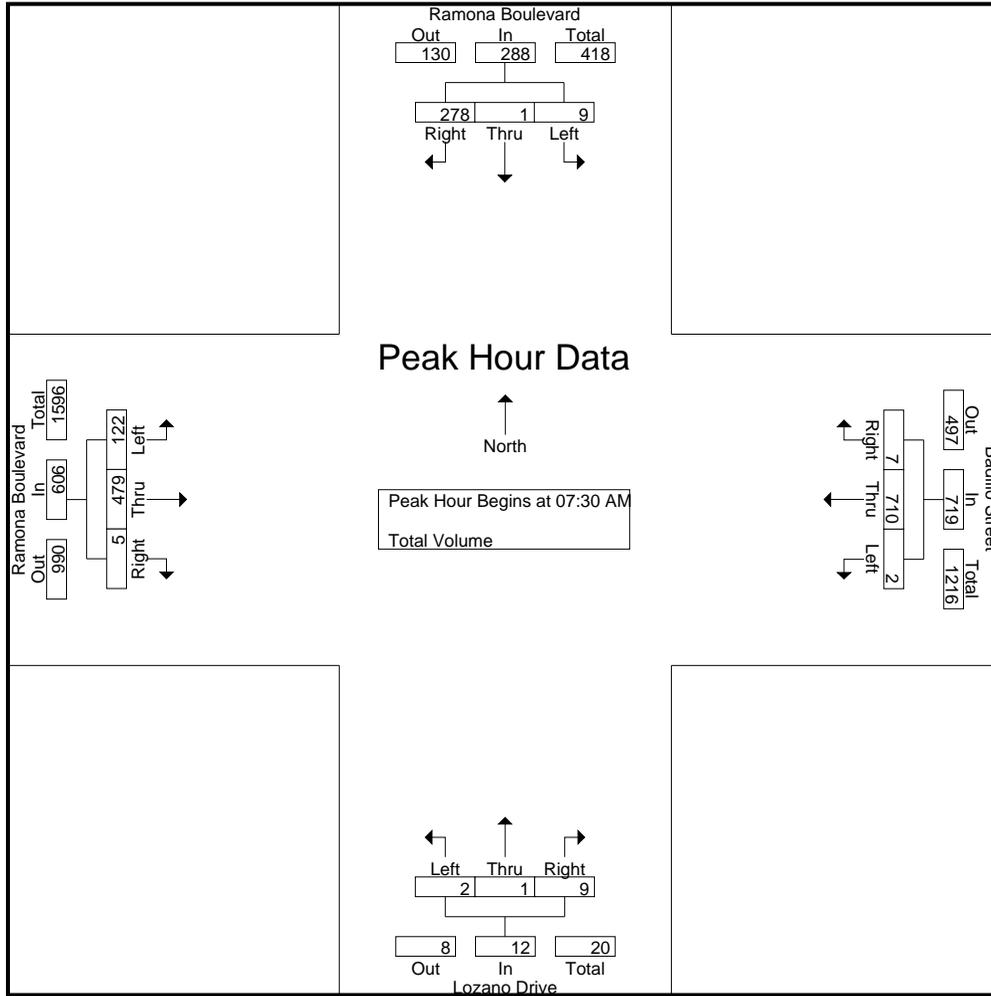
Start Time	Ramona Boulevard Southbound				Badillo Street Westbound				Lozano Drive Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	41	42	0	128	1	129	1	1	2	4	20	40	0	60	235
07:15 AM	5	0	59	64	1	152	1	154	1	0	1	2	22	54	0	76	296
07:30 AM	2	1	78	81	0	196	2	198	1	0	2	3	25	122	2	149	431
07:45 AM	3	0	82	85	1	193	1	195	1	0	2	3	31	157	1	189	472
Total	11	1	260	272	2	669	5	676	4	1	7	12	98	373	3	474	1434
08:00 AM	3	0	59	62	1	155	4	160	0	1	3	4	38	116	1	155	381
08:15 AM	1	0	59	60	0	166	0	166	0	0	2	2	28	84	1	113	341
08:30 AM	0	0	42	42	1	101	2	104	0	0	2	2	27	80	1	108	256
08:45 AM	2	0	46	48	0	94	1	95	1	0	2	3	21	59	1	81	227
Total	6	0	206	212	2	516	7	525	1	1	9	11	114	339	4	457	1205
Grand Total	17	1	466	484	4	1185	12	1201	5	2	16	23	212	712	7	931	2639
Apprch %	3.5	0.2	96.3		0.3	98.7	1		21.7	8.7	69.6		22.8	76.5	0.8		
Total %	0.6	0	17.7	18.3	0.2	44.9	0.5	45.5	0.2	0.1	0.6	0.9	8	27	0.3	35.3	

Start Time	Ramona Boulevard Southbound				Badillo Street Westbound				Lozano Drive Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	2	1	78	81	0	196	2	198	1	0	2	3	25	122	2	149	431
07:45 AM	3	0	82	85	1	193	1	195	1	0	2	3	31	157	1	189	472
08:00 AM	3	0	59	62	1	155	4	160	0	1	3	4	38	116	1	155	381
08:15 AM	1	0	59	60	0	166	0	166	0	0	2	2	28	84	1	113	341
Total Volume	9	1	278	288	2	710	7	719	2	1	9	12	122	479	5	606	1625
% App. Total	3.1	0.3	96.5		0.3	98.7	1		16.7	8.3	75		20.1	79	0.8		
PHF	.750	.250	.848	.847	.500	.906	.438	.908	.500	.250	.750	.750	.803	.763	.625	.802	.861

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Baldwin Park
 N/S: Ramona Boulevard/Lozano Drive
 E/W: Ramona Boulevard/Badillo Street
 Weather: Clear

File Name : 05_BPK_Ramona_Bad AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	5	0	59	64	0	196	2	198	1	1	2	4	25	122	2	149
+15 mins.	2	1	78	81	1	193	1	195	1	0	1	2	31	157	1	189
+30 mins.	3	0	82	85	1	155	4	160	1	0	2	3	38	116	1	155
+45 mins.	3	0	59	62	0	166	0	166	1	0	2	3	28	84	1	113
Total Volume	13	1	278	292	2	710	7	719	4	1	7	12	122	479	5	606
% App. Total	4.5	0.3	95.2		0.3	98.7	1		33.3	8.3	58.3		20.1	79	0.8	
PHF	.650	.250	.848	.859	.500	.906	.438	.908	1.000	.250	.875	.750	.803	.763	.625	.802

City of Baldwin Park
 N/S: Ramona Boulevard/Lozano Drive
 E/W: Ramona Boulevard/Badillo Street
 Weather: Clear

File Name : 05_BPK_Ramona_Bad PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Ramona Boulevard Southbound				Badillo Street Westbound				Lozano Drive Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	55	58	1	81	0	82	0	0	1	1	39	137	2	178	319
04:15 PM	2	0	58	60	0	86	1	87	1	0	0	1	40	151	3	194	342
04:30 PM	4	0	67	71	3	85	1	89	2	0	0	2	56	168	3	227	389
04:45 PM	4	2	58	64	2	107	3	112	2	0	1	3	38	159	0	197	376
Total	13	2	238	253	6	359	5	370	5	0	2	7	173	615	8	796	1426
05:00 PM	7	0	54	61	0	82	3	85	0	0	0	0	37	158	3	198	344
05:15 PM	3	1	62	66	2	89	0	91	2	0	2	4	34	196	1	231	392
05:30 PM	5	0	38	43	1	106	1	108	0	0	1	1	51	182	1	234	386
05:45 PM	3	1	50	54	0	71	1	72	1	0	0	1	41	158	1	200	327
Total	18	2	204	224	3	348	5	356	3	0	3	6	163	694	6	863	1449
Grand Total	31	4	442	477	9	707	10	726	8	0	5	13	336	1309	14	1659	2875
Apprch %	6.5	0.8	92.7		1.2	97.4	1.4		61.5	0	38.5		20.3	78.9	0.8		
Total %	1.1	0.1	15.4	16.6	0.3	24.6	0.3	25.3	0.3	0	0.2	0.5	11.7	45.5	0.5	57.7	

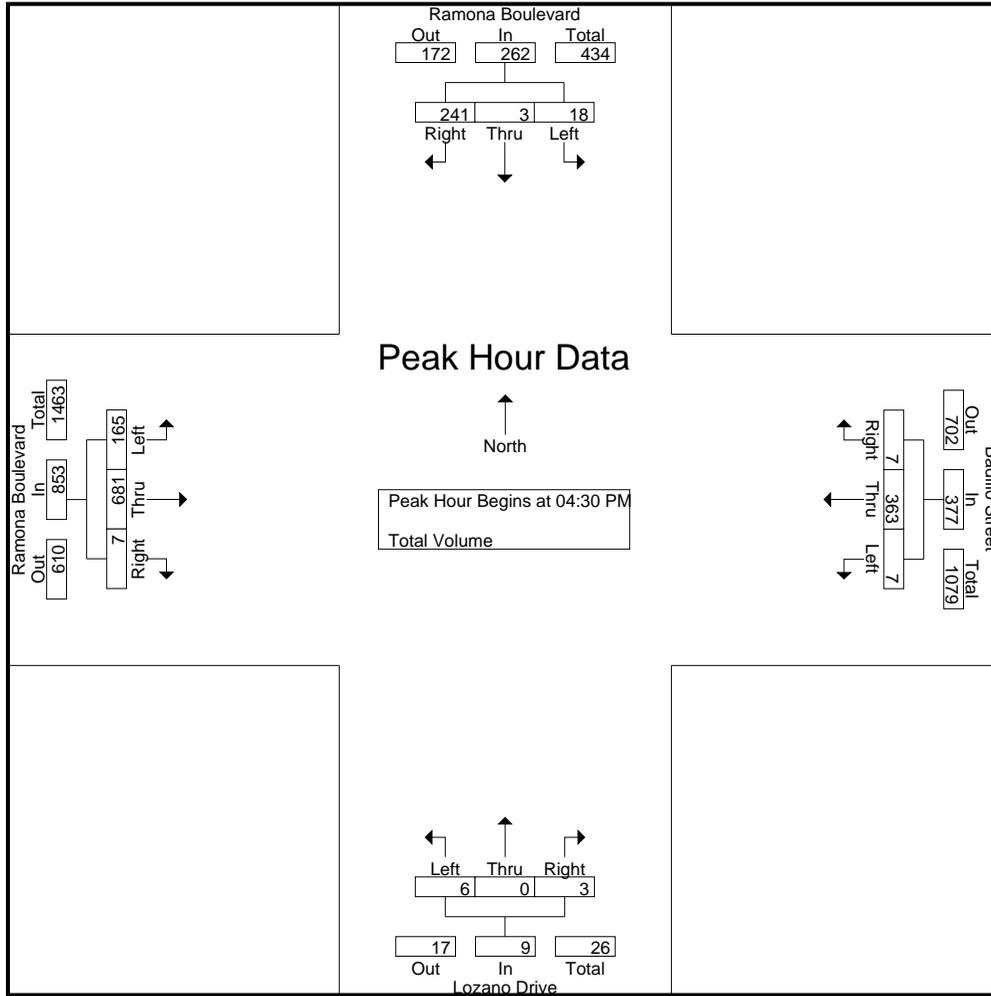
Start Time	Ramona Boulevard Southbound				Badillo Street Westbound				Lozano Drive Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	4	0	67	71	3	85	1	89	2	0	0	2	56	168	3	227	389
04:45 PM	4	2	58	64	2	107	3	112	2	0	1	3	38	159	0	197	376
05:00 PM	7	0	54	61	0	82	3	85	0	0	0	0	37	158	3	198	344
05:15 PM	3	1	62	66	2	89	0	91	2	0	2	4	34	196	1	231	392
Total Volume	18	3	241	262	7	363	7	377	6	0	3	9	165	681	7	853	1501
% App. Total	6.9	1.1	92		1.9	96.3	1.9		66.7	0	33.3		19.3	79.8	0.8		
PHF	.643	.375	.899	.923	.583	.848	.583	.842	.750	.000	.375	.563	.737	.869	.583	.923	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Baldwin Park
 N/S: Ramona Boulevard/Lozano Drive
 E/W: Ramona Boulevard/Badillo Street
 Weather: Clear

File Name : 05_BPK_Ramona_Bad PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	4	0	67	71	2	107	3	112	2	0	0	2	37	158	3	198
+15 mins.	4	2	58	64	0	82	3	85	2	0	1	3	34	196	1	231
+30 mins.	7	0	54	61	2	89	0	91	0	0	0	0	51	182	1	234
+45 mins.	3	1	62	66	1	106	1	108	2	0	2	4	41	158	1	200
Total Volume	18	3	241	262	5	384	7	396	6	0	3	9	163	694	6	863
% App. Total	6.9	1.1	92		1.3	97	1.8		66.7	0	33.3		18.9	80.4	0.7	
PHF	.643	.375	.899	.923	.625	.897	.583	.884	.750	.000	.375	.563	.799	.885	.500	.922

Location: Baldwin Park
 N/S: Ramona Blvd/Lozano Dr
 E/W: Ramona Blvd/Badillo St



Date: 12/2/2021
 Day: Thursday

PEDESTRIANS

	North Leg Ramona Boulevard	East Leg Badillo Street	South Leg Lozano Drive	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	1	0	1	0	2
7:30 AM	4	0	10	1	15
7:45 AM	7	1	15	8	31
8:00 AM	1	0	7	6	14
8:15 AM	0	0	5	0	5
8:30 AM	0	0	1	0	1
8:45 AM	0	0	3	1	4
TOTAL VOLUMES:	13	1	42	17	73

	North Leg Ramona Boulevard	East Leg Badillo Street	South Leg Lozano Drive	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	3	1	6
4:15 PM	5	0	4	0	9
4:30 PM	0	0	5	0	5
4:45 PM	0	0	4	1	5
5:00 PM	0	0	7	2	9
5:15 PM	0	0	1	0	1
5:30 PM	2	0	0	1	3
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	11	0	24	5	40

Location: Baldwin Park
 N/S: Ramona Blvd/Lozano Dr
 E/W: Ramona Blvd/Badillo St



Date: 12/2/2021
 Day: Thursday

BICYCLES

	Southbound Ramona Boulevard			Westbound Badillo Street			Northbound Lozano Drive			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	4	0	0	0	0	0	6	0	12

	Southbound Ramona Boulevard			Westbound Badillo Street			Northbound Lozano Drive			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
4:30 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
4:45 PM	0	0	1	0	2	0	0	0	0	0	2	0	5
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	2	0	11	0	0	0	0	1	6	0	20

City of Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 04_BPK_Down_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

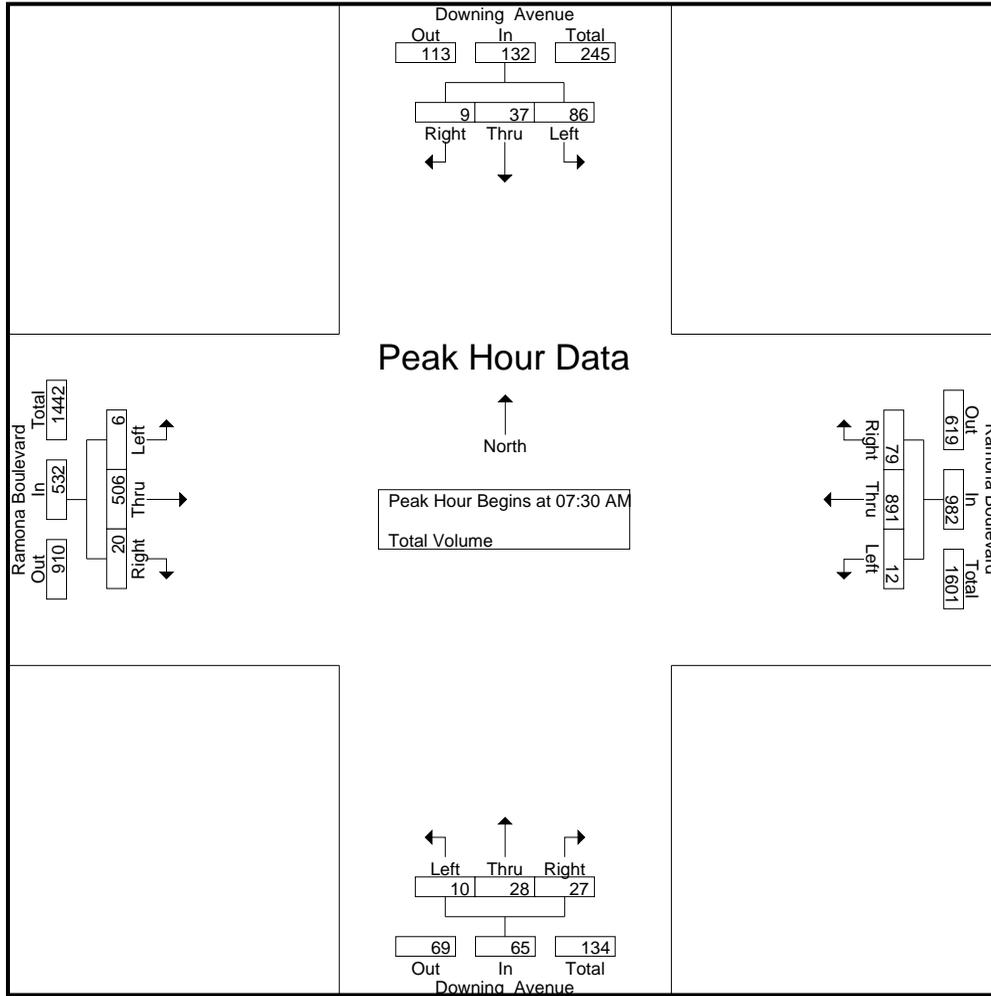
Groups Printed- Total Volume

Start Time	Downing Avenue Southbound				Ramona Boulevard Westbound				Downing Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	4	3	11	0	169	2	171	0	3	3	6	1	54	3	58	246
07:15 AM	9	5	0	14	1	209	7	217	2	3	2	7	3	64	2	69	307
07:30 AM	24	16	1	41	2	253	18	273	1	9	7	17	0	122	4	126	457
07:45 AM	39	9	3	51	4	228	32	264	6	12	7	25	0	157	5	162	502
Total	76	34	7	117	7	859	59	925	9	27	19	55	4	397	14	415	1512
08:00 AM	19	7	1	27	3	190	12	205	2	4	7	13	5	124	5	134	379
08:15 AM	4	5	4	13	3	220	17	240	1	3	6	10	1	103	6	110	373
08:30 AM	9	8	5	22	2	132	3	137	7	5	5	17	2	95	5	102	278
08:45 AM	1	3	2	6	2	134	3	139	4	3	1	8	2	78	0	80	233
Total	33	23	12	68	10	676	35	721	14	15	19	48	10	400	16	426	1263
Grand Total	109	57	19	185	17	1535	94	1646	23	42	38	103	14	797	30	841	2775
Apprch %	58.9	30.8	10.3		1	93.3	5.7		22.3	40.8	36.9		1.7	94.8	3.6		
Total %	3.9	2.1	0.7	6.7	0.6	55.3	3.4	59.3	0.8	1.5	1.4	3.7	0.5	28.7	1.1	30.3	

Start Time	Downing Avenue Southbound				Ramona Boulevard Westbound				Downing Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	24	16	1	41	2	253	18	273	1	9	7	17	0	122	4	126	457
07:45 AM	39	9	3	51	4	228	32	264	6	12	7	25	0	157	5	162	502
08:00 AM	19	7	1	27	3	190	12	205	2	4	7	13	5	124	5	134	379
08:15 AM	4	5	4	13	3	220	17	240	1	3	6	10	1	103	6	110	373
Total Volume	86	37	9	132	12	891	79	982	10	28	27	65	6	506	20	532	1711
% App. Total	65.2	28	6.8		1.2	90.7	8		15.4	43.1	41.5		1.1	95.1	3.8		
PHF	.551	.578	.563	.647	.750	.880	.617	.899	.417	.583	.964	.650	.300	.806	.833	.821	.852

City of Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 04_BPK_Down_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	9	5	0	14	2	253	18	273	1	9	7	17	0	122	4	126
+15 mins.	24	16	1	41	4	228	32	264	6	12	7	25	0	157	5	162
+30 mins.	39	9	3	51	3	190	12	205	2	4	7	13	5	124	5	134
+45 mins.	19	7	1	27	3	220	17	240	1	3	6	10	1	103	6	110
Total Volume	91	37	5	133	12	891	79	982	10	28	27	65	6	506	20	532
% App. Total	68.4	27.8	3.8		1.2	90.7	8		15.4	43.1	41.5		1.1	95.1	3.8	
PHF	.583	.578	.417	.652	.750	.880	.617	.899	.417	.583	.964	.650	.300	.806	.833	.821

City of Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 04_BPK_Down_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

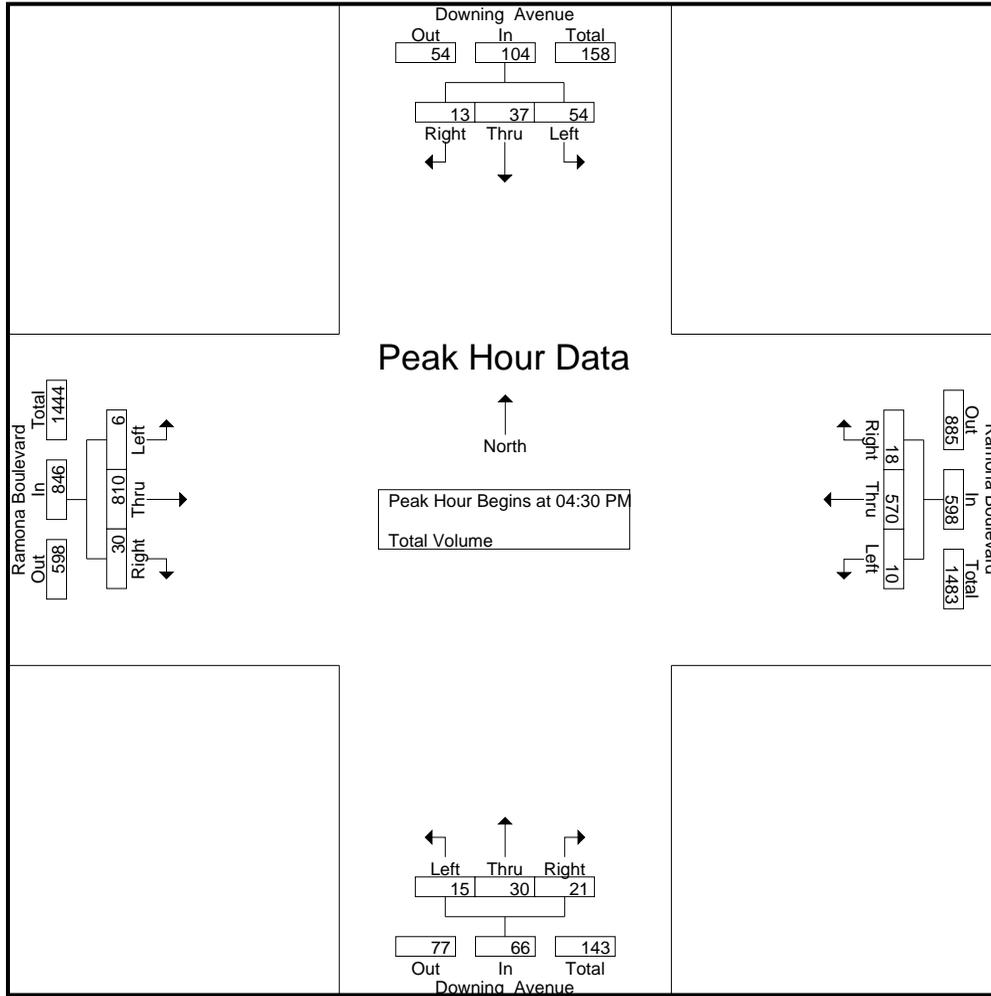
Start Time	Downing Avenue Southbound				Ramona Boulevard Westbound				Downing Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	4	4	18	1	117	6	124	4	2	6	12	1	162	7	170	324
04:15 PM	6	2	2	10	2	132	8	142	1	10	8	19	3	173	5	181	352
04:30 PM	17	10	4	31	1	160	3	164	3	10	6	19	1	218	10	229	443
04:45 PM	15	7	3	25	6	151	9	166	6	6	3	15	1	178	6	185	391
Total	48	23	13	84	10	560	26	596	14	28	23	65	6	731	28	765	1510
05:00 PM	12	10	6	28	2	127	4	133	4	8	9	21	1	193	7	201	383
05:15 PM	10	10	0	20	1	132	2	135	2	6	3	11	3	221	7	231	397
05:30 PM	10	7	4	21	2	148	12	162	2	2	5	9	4	216	5	225	417
05:45 PM	13	12	3	28	1	108	3	112	3	5	6	14	0	195	13	208	362
Total	45	39	13	97	6	515	21	542	11	21	23	55	8	825	32	865	1559
Grand Total	93	62	26	181	16	1075	47	1138	25	49	46	120	14	1556	60	1630	3069
Apprch %	51.4	34.3	14.4		1.4	94.5	4.1		20.8	40.8	38.3		0.9	95.5	3.7		
Total %	3	2	0.8	5.9	0.5	35	1.5	37.1	0.8	1.6	1.5	3.9	0.5	50.7	2	53.1	

Start Time	Downing Avenue Southbound				Ramona Boulevard Westbound				Downing Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	17	10	4	31	1	160	3	164	3	10	6	19	1	218	10	229	443
04:45 PM	15	7	3	25	6	151	9	166	6	6	3	15	1	178	6	185	391
05:00 PM	12	10	6	28	2	127	4	133	4	8	9	21	1	193	7	201	383
05:15 PM	10	10	0	20	1	132	2	135	2	6	3	11	3	221	7	231	397
Total Volume	54	37	13	104	10	570	18	598	15	30	21	66	6	810	30	846	1614
% App. Total	51.9	35.6	12.5		1.7	95.3	3		22.7	45.5	31.8		0.7	95.7	3.5		
PHF	.794	.925	.542	.839	.417	.891	.500	.901	.625	.750	.583	.786	.500	.916	.750	.916	.911

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 04_BPK_Down_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	17	10	4	31	2	132	8	142	1	10	8	19	1	193	7	201
+15 mins.	15	7	3	25	1	160	3	164	3	10	6	19	3	221	7	231
+30 mins.	12	10	6	28	6	151	9	166	6	6	3	15	4	216	5	225
+45 mins.	10	10	0	20	2	127	4	133	4	8	9	21	0	195	13	208
Total Volume	54	37	13	104	11	570	24	605	14	34	26	74	8	825	32	865
% App. Total	51.9	35.6	12.5		1.8	94.2	4		18.9	45.9	35.1		0.9	95.4	3.7	
PHF	.794	.925	.542	.839	.458	.891	.667	.911	.583	.850	.722	.881	.500	.933	.615	.936

Location: Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

PEDESTRIANS

	North Leg Downing Avenue Pedestrians	East Leg Ramona Boulevard Pedestrians	South Leg Downing Avenue Pedestrians	West Leg Ramona Boulevard Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	1	2
7:30 AM	1	0	0	5	6
7:45 AM	6	0	0	2	8
8:00 AM	0	0	0	3	3
8:15 AM	0	0	1	1	2
8:30 AM	0	0	1	1	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	8	0	2	13	23

	North Leg Downing Avenue Pedestrians	East Leg Ramona Boulevard Pedestrians	South Leg Downing Avenue Pedestrians	West Leg Ramona Boulevard Pedestrians	
4:00 PM	5	0	1	1	7
4:15 PM	0	0	0	2	2
4:30 PM	0	0	1	5	6
4:45 PM	3	0	0	2	5
5:00 PM	2	0	2	4	8
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	10	1	4	14	29

Location: Baldwin Park
 N/S: Downing Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

BICYCLES

	Southbound Downing Avenue			Westbound Ramona Boulevard			Northbound Downing Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	0	0	0	1	0	0	0	0	0	0	0	5
8:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	3
8:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	5	1	0	0	6	1	0	0	0	0	2	0	15

	Southbound Downing Avenue			Westbound Ramona Boulevard			Northbound Downing Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
4:15 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
4:30 PM	0	0	0	0	4	0	1	0	1	0	1	0	7
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	2	0	0	12	0	1	0	3	0	7	0	25

City of Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 03_BPK_Bogart_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Bogart Avenue Southbound				Ramona Boulevard Westbound				Bogart Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	1	2	10	1	158	6	165	1	2	2	5	2	47	0	49	229
07:15 AM	9	0	3	12	3	179	11	193	0	1	1	2	2	55	2	59	266
07:30 AM	29	3	4	36	4	246	22	272	1	1	4	6	3	93	0	96	410
07:45 AM	33	4	5	42	7	213	26	246	0	5	4	9	8	129	1	138	435
Total	78	8	14	100	15	796	65	876	2	9	11	22	15	324	3	342	1340
08:00 AM	19	5	3	27	4	151	23	178	2	4	7	13	5	112	1	118	336
08:15 AM	13	2	2	17	3	196	22	221	1	3	2	6	7	78	0	85	329
08:30 AM	12	1	8	21	3	129	9	141	0	3	0	3	4	86	0	90	255
08:45 AM	10	1	5	16	2	124	14	140	3	5	1	9	9	71	1	81	246
Total	54	9	18	81	12	600	68	680	6	15	10	31	25	347	2	374	1166
Grand Total	132	17	32	181	27	1396	133	1556	8	24	21	53	40	671	5	716	2506
Apprch %	72.9	9.4	17.7		1.7	89.7	8.5		15.1	45.3	39.6		5.6	93.7	0.7		
Total %	5.3	0.7	1.3	7.2	1.1	55.7	5.3	62.1	0.3	1	0.8	2.1	1.6	26.8	0.2	28.6	

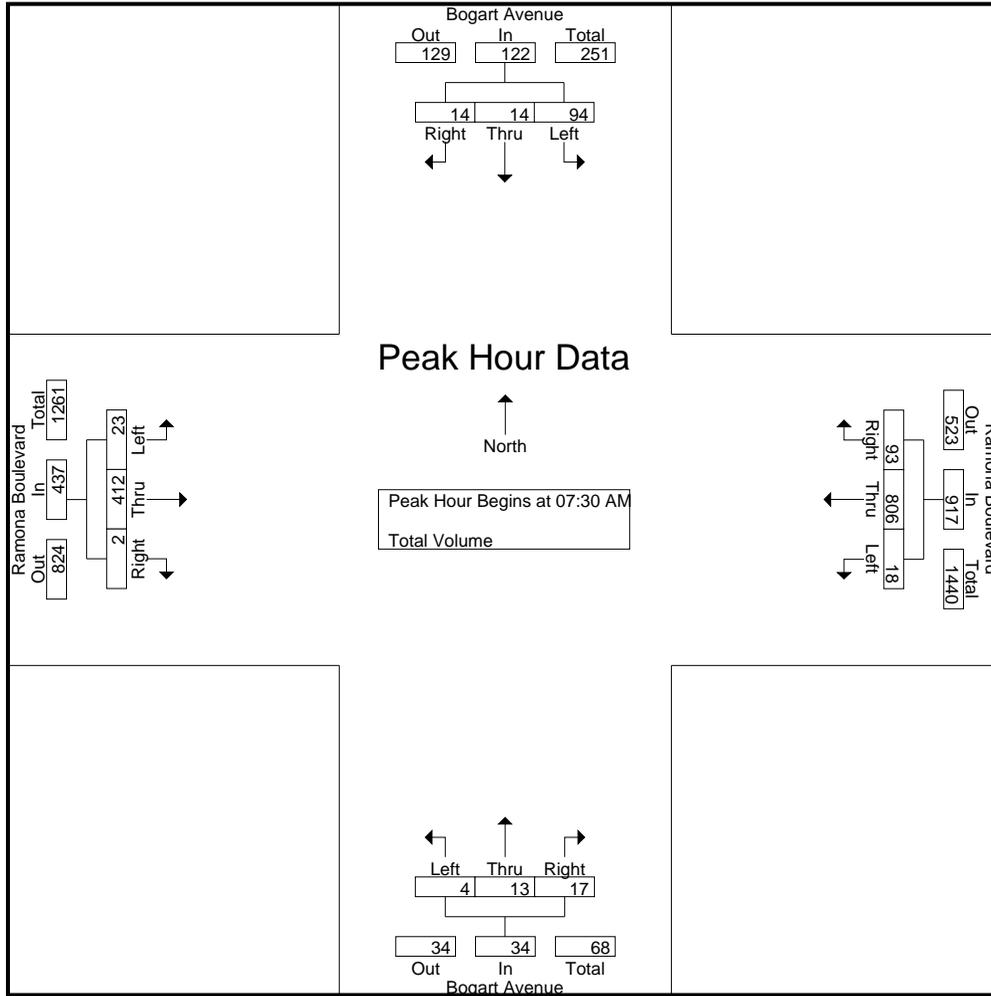
Start Time	Bogart Avenue Southbound				Ramona Boulevard Westbound				Bogart Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	29	3	4	36	4	246	22	272	1	1	4	6	3	93	0	96	410
07:45 AM	33	4	5	42	7	213	26	246	0	5	4	9	8	129	1	138	435
08:00 AM	19	5	3	27	4	151	23	178	2	4	7	13	5	112	1	118	336
08:15 AM	13	2	2	17	3	196	22	221	1	3	2	6	7	78	0	85	329
Total Volume	94	14	14	122	18	806	93	917	4	13	17	34	23	412	2	437	1510
% App. Total	77	11.5	11.5		2	87.9	10.1		11.8	38.2	50		5.3	94.3	0.5		
PHF	.712	.700	.700	.726	.643	.819	.894	.843	.500	.650	.607	.654	.719	.798	.500	.792	.868

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 03_BPK_Bogart_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	29	3	4	36	4	246	22	272	1	1	4	6	3	93	0	96
+15 mins.	33	4	5	42	7	213	26	246	0	5	4	9	8	129	1	138
+30 mins.	19	5	3	27	4	151	23	178	2	4	7	13	5	112	1	118
+45 mins.	13	2	2	17	3	196	22	221	1	3	2	6	7	78	0	85
Total Volume	94	14	14	122	18	806	93	917	4	13	17	34	23	412	2	437
% App. Total	77	11.5	11.5		2	87.9	10.1		11.8	38.2	50		5.3	94.3	0.5	
PHF	.712	.700	.700	.726	.643	.819	.894	.843	.500	.650	.607	.654	.719	.798	.500	.792

City of Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 03_BPK_Bogart_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Bogart Avenue Southbound				Ramona Boulevard Westbound				Bogart Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	10	13	61	2	102	18	122	4	10	4	18	9	130	0	139	340
04:15 PM	37	6	8	51	4	110	26	140	1	13	5	19	10	144	3	157	367
04:30 PM	29	7	15	51	4	135	21	160	4	13	3	20	8	163	2	173	404
04:45 PM	39	5	14	58	4	134	21	159	4	10	5	19	7	141	6	154	390
Total	143	28	50	221	14	481	86	581	13	46	17	76	34	578	11	623	1501
05:00 PM	32	4	11	47	1	109	14	124	6	5	13	24	14	155	1	170	365
05:15 PM	33	11	11	55	4	127	15	146	5	6	7	18	8	178	1	187	406
05:30 PM	33	6	8	47	3	116	30	149	6	10	3	19	4	171	2	177	392
05:45 PM	45	3	17	65	4	103	12	119	4	7	6	17	11	151	3	165	366
Total	143	24	47	214	12	455	71	538	21	28	29	78	37	655	7	699	1529
Grand Total	286	52	97	435	26	936	157	1119	34	74	46	154	71	1233	18	1322	3030
Apprch %	65.7	12	22.3		2.3	83.6	14		22.1	48.1	29.9		5.4	93.3	1.4		
Total %	9.4	1.7	3.2	14.4	0.9	30.9	5.2	36.9	1.1	2.4	1.5	5.1	2.3	40.7	0.6	43.6	

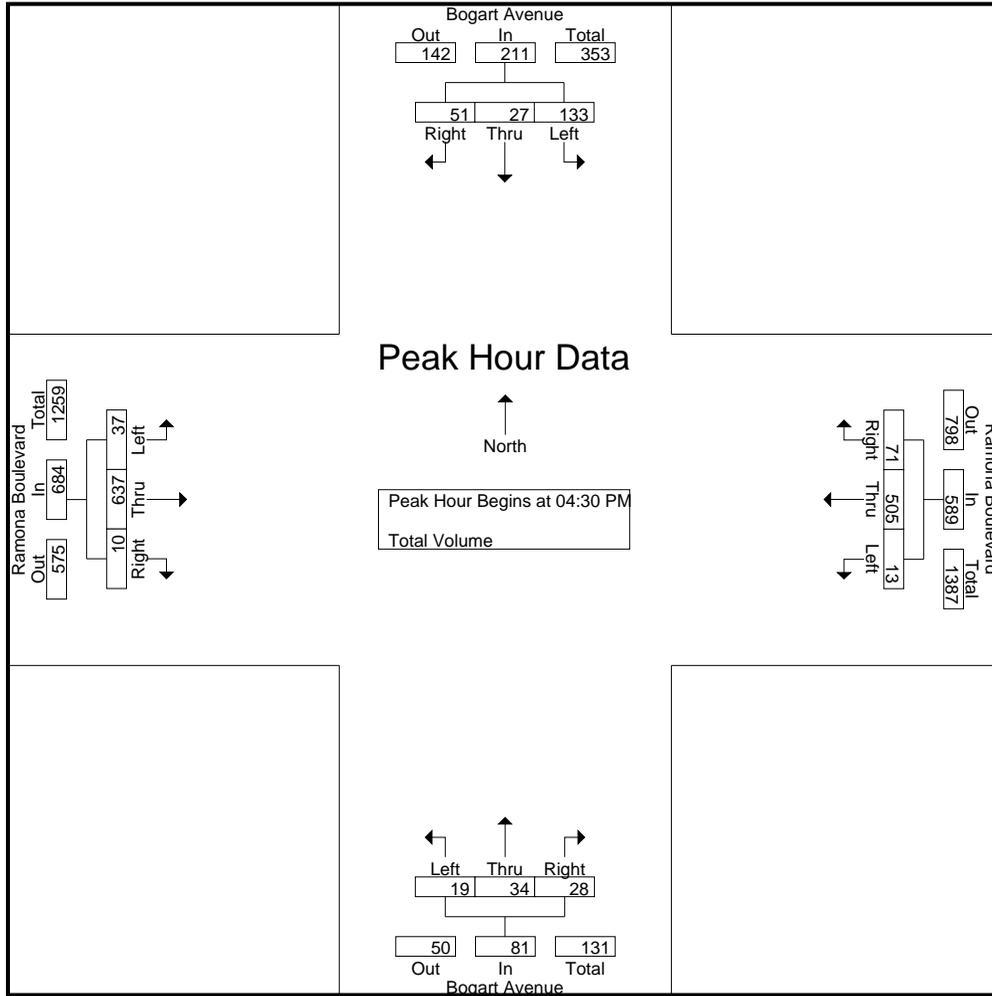
Start Time	Bogart Avenue Southbound				Ramona Boulevard Westbound				Bogart Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	29	7	15	51	4	135	21	160	4	13	3	20	8	163	2	173	404
04:45 PM	39	5	14	58	4	134	21	159	4	10	5	19	7	141	6	154	390
05:00 PM	32	4	11	47	1	109	14	124	6	5	13	24	14	155	1	170	365
05:15 PM	33	11	11	55	4	127	15	146	5	6	7	18	8	178	1	187	406
Total Volume	133	27	51	211	13	505	71	589	19	34	28	81	37	637	10	684	1565
% App. Total	63	12.8	24.2		2.2	85.7	12.1		23.5	42	34.6		5.4	93.1	1.5		
PHF	.853	.614	.850	.909	.813	.935	.845	.920	.792	.654	.538	.844	.661	.895	.417	.914	.964

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 03_BPK_Bogart_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	38	10	13	61	4	135	21	160	1	13	5	19	14	155	1	170
+15 mins.	37	6	8	51	4	134	21	159	4	13	3	20	8	178	1	187
+30 mins.	29	7	15	51	1	109	14	124	4	10	5	19	4	171	2	177
+45 mins.	39	5	14	58	4	127	15	146	6	5	13	24	11	151	3	165
Total Volume	143	28	50	221	13	505	71	589	15	41	26	82	37	655	7	699
% App. Total	64.7	12.7	22.6		2.2	85.7	12.1		18.3	50	31.7		5.3	93.7	1	
PHF	.917	.700	.833	.906	.813	.935	.845	.920	.625	.788	.500	.854	.661	.920	.583	.934

Location: Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

PEDESTRIANS

	North Leg Bogart Avenue	East Leg Ramona Boulevard	South Leg Bogart Avenue	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	1	1	4
7:30 AM	2	1	1	0	4
7:45 AM	3	1	4	0	8
8:00 AM	1	0	0	0	1
8:15 AM	1	3	0	0	4
8:30 AM	1	1	1	0	3
8:45 AM	3	1	0	1	5
TOTAL VOLUMES:	11	9	7	2	29

	North Leg Bogart Avenue	East Leg Ramona Boulevard	South Leg Bogart Avenue	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	1	0	2	7
4:15 PM	1	3	1	0	5
4:30 PM	2	4	1	3	10
4:45 PM	1	3	5	1	10
5:00 PM	3	3	1	2	9
5:15 PM	0	0	1	1	2
5:30 PM	0	0	0	1	1
5:45 PM	2	0	1	2	5
TOTAL VOLUMES:	13	14	10	12	49

Location: Baldwin Park
 N/S: Bogart Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

BICYCLES

	Southbound Bogart Avenue			Westbound Ramona Boulevard			Northbound Bogart Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	7	1	0	0	0	0	2	0	11

	Southbound Bogart Avenue			Westbound Ramona Boulevard			Northbound Bogart Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	3	2	0	0	0	0	2	0	7
4:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	3	0	0	0	2	0	6
TOTAL VOLUMES:	0	0	0	0	11	3	3	0	0	0	9	0	26

City of Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 02_BPK_Maine_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
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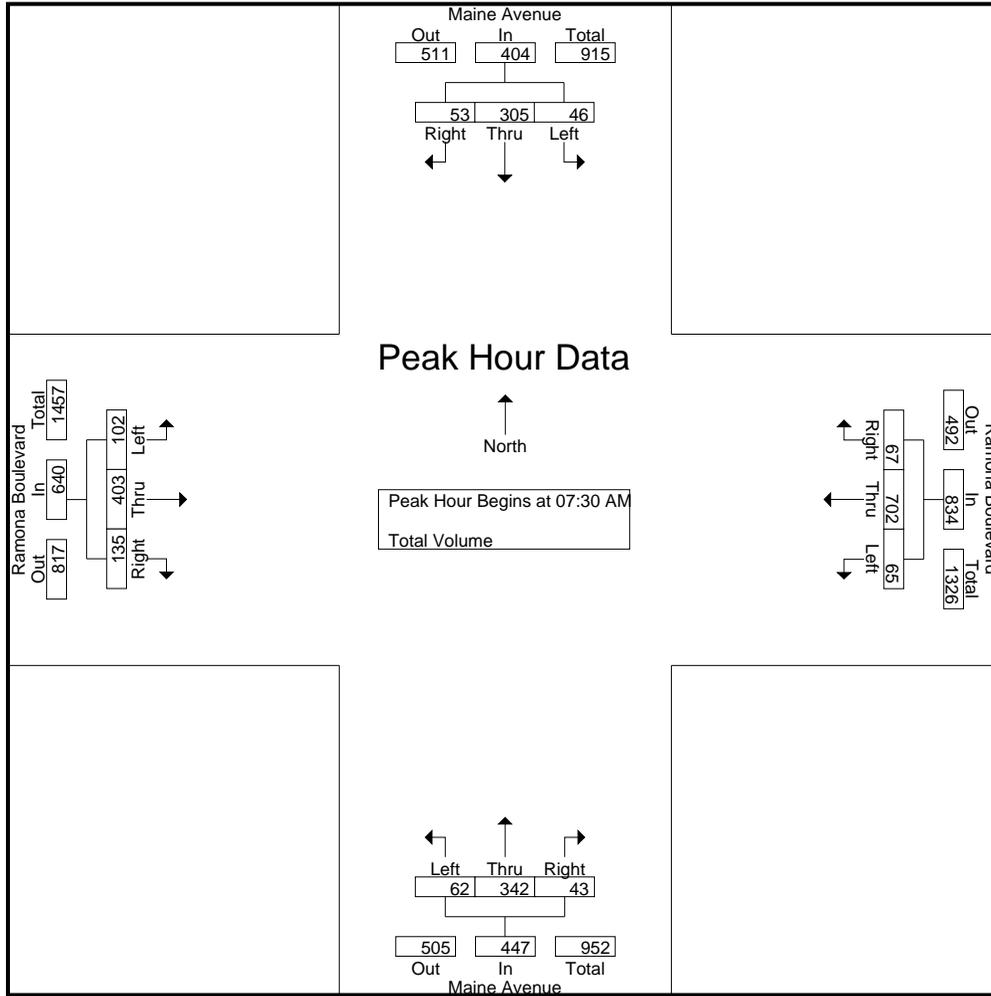
Groups Printed- Total Volume

Start Time	Maine Avenue Southbound				Ramona Boulevard Westbound				Maine Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	67	6	83	7	155	7	169	10	61	2	73	9	52	24	85	410
07:15 AM	9	63	7	79	12	164	9	185	8	67	4	79	13	56	21	90	433
07:30 AM	12	74	9	95	14	204	12	230	14	89	10	113	11	90	40	141	579
07:45 AM	16	78	13	107	15	184	23	222	12	84	12	108	25	117	35	177	614
Total	47	282	35	364	48	707	51	806	44	301	28	373	58	315	120	493	2036
08:00 AM	10	87	11	108	20	139	22	181	17	90	15	122	40	118	35	193	604
08:15 AM	8	66	20	94	16	175	10	201	19	79	6	104	26	78	25	129	528
08:30 AM	6	68	11	85	16	132	17	165	18	63	8	89	18	90	25	133	472
08:45 AM	5	61	16	82	12	119	5	136	19	63	13	95	19	80	20	119	432
Total	29	282	58	369	64	565	54	683	73	295	42	410	103	366	105	574	2036
Grand Total	76	564	93	733	112	1272	105	1489	117	596	70	783	161	681	225	1067	4072
Apprch %	10.4	76.9	12.7		7.5	85.4	7.1		14.9	76.1	8.9		15.1	63.8	21.1		
Total %	1.9	13.9	2.3	18	2.8	31.2	2.6	36.6	2.9	14.6	1.7	19.2	4	16.7	5.5	26.2	

Start Time	Maine Avenue Southbound				Ramona Boulevard Westbound				Maine Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	74	9	95	14	204	12	230	14	89	10	113	11	90	40	141	579
07:45 AM	16	78	13	107	15	184	23	222	12	84	12	108	25	117	35	177	614
08:00 AM	10	87	11	108	20	139	22	181	17	90	15	122	40	118	35	193	604
08:15 AM	8	66	20	94	16	175	10	201	19	79	6	104	26	78	25	129	528
Total Volume	46	305	53	404	65	702	67	834	62	342	43	447	102	403	135	640	2325
% App. Total	11.4	75.5	13.1		7.8	84.2	8		13.9	76.5	9.6		15.9	63	21.1		
PHF	.719	.876	.663	.935	.813	.860	.728	.907	.816	.950	.717	.916	.638	.854	.844	.829	.947

City of Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 02_BPK_Maine_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	12	74	9	95	14	204	12	230	14	89	10	113	11	90	40	141
+15 mins.	16	78	13	107	15	184	23	222	12	84	12	108	25	117	35	177
+30 mins.	10	87	11	108	20	139	22	181	17	90	15	122	40	118	35	193
+45 mins.	8	66	20	94	16	175	10	201	19	79	6	104	26	78	25	129
Total Volume	46	305	53	404	65	702	67	834	62	342	43	447	102	403	135	640
% App. Total	11.4	75.5	13.1		7.8	84.2	8		13.9	76.5	9.6		15.9	63	21.1	
PHF	.719	.876	.663	.935	.813	.860	.728	.907	.816	.950	.717	.916	.638	.854	.844	.829

City of Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 02_BPK_Maine_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Total Volume

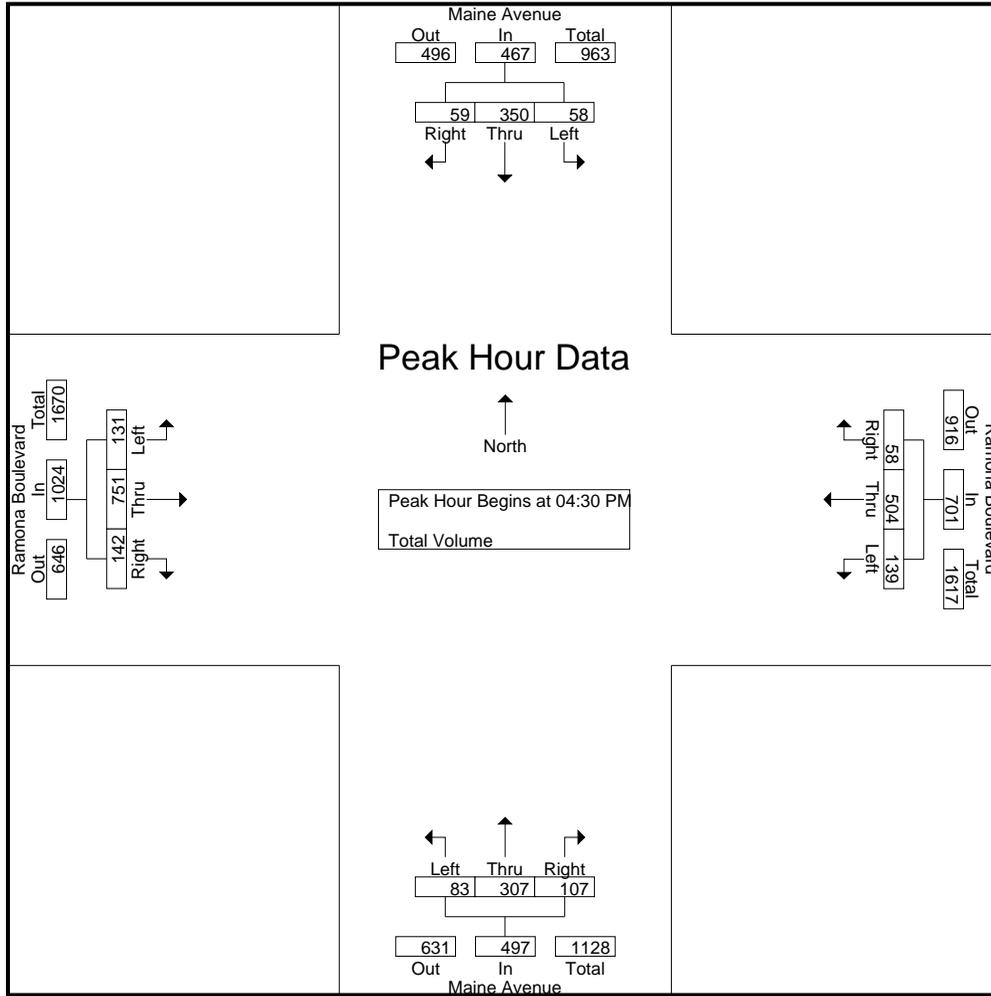
Start Time	Maine Avenue Southbound				Ramona Boulevard Westbound				Maine Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	94	28	141	34	143	13	190	23	102	28	153	44	189	34	267	751
04:15 PM	11	72	10	93	26	123	14	163	16	49	17	82	34	150	27	211	549
04:30 PM	11	91	17	119	46	118	7	171	21	94	27	142	32	193	37	262	694
04:45 PM	14	85	13	112	34	121	15	170	17	63	22	102	41	169	38	248	632
Total	55	342	68	465	140	505	49	694	77	308	94	479	151	701	136	988	2626
05:00 PM	20	84	13	117	32	101	11	144	27	68	29	124	30	189	28	247	632
05:15 PM	13	90	16	119	27	164	25	216	18	82	29	129	28	200	39	267	731
05:30 PM	15	84	16	115	19	127	19	165	27	77	20	124	24	157	45	226	630
05:45 PM	13	79	18	110	22	113	12	147	25	71	22	118	40	177	38	255	630
Total	61	337	63	461	100	505	67	672	97	298	100	495	122	723	150	995	2623
Grand Total	116	679	131	926	240	1010	116	1366	174	606	194	974	273	1424	286	1983	5249
Apprch %	12.5	73.3	14.1		17.6	73.9	8.5		17.9	62.2	19.9		13.8	71.8	14.4		
Total %	2.2	12.9	2.5	17.6	4.6	19.2	2.2	26	3.3	11.5	3.7	18.6	5.2	27.1	5.4	37.8	

Start Time	Maine Avenue Southbound				Ramona Boulevard Westbound				Maine Avenue Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	11	91	17	119	46	118	7	171	21	94	27	142	32	193	37	262	694
04:45 PM	14	85	13	112	34	121	15	170	17	63	22	102	41	169	38	248	632
05:00 PM	20	84	13	117	32	101	11	144	27	68	29	124	30	189	28	247	632
05:15 PM	13	90	16	119	27	164	25	216	18	82	29	129	28	200	39	267	731
Total Volume	58	350	59	467	139	504	58	701	83	307	107	497	131	751	142	1024	2689
% App. Total	12.4	74.9	12.6		19.8	71.9	8.3		16.7	61.8	21.5		12.8	73.3	13.9		
PHF	.725	.962	.868	.981	.755	.768	.580	.811	.769	.816	.922	.875	.799	.939	.910	.959	.920

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 02_BPK_Maine_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	11	91	17	119	46	118	7	171	21	94	27	142	32	193	37	262
+15 mins.	14	85	13	112	34	121	15	170	17	63	22	102	41	169	38	248
+30 mins.	20	84	13	117	32	101	11	144	27	68	29	124	30	189	28	247
+45 mins.	13	90	16	119	27	164	25	216	18	82	29	129	28	200	39	267
Total Volume	58	350	59	467	139	504	58	701	83	307	107	497	131	751	142	1024
% App. Total	12.4	74.9	12.6		19.8	71.9	8.3		16.7	61.8	21.5		12.8	73.3	13.9	
PHF	.725	.962	.868	.981	.755	.768	.580	.811	.769	.816	.922	.875	.799	.939	.910	.959

Location: Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

PEDESTRIANS

	North Leg Maine Avenue	East Leg Ramona Boulevard	South Leg Maine Avenue	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	8	0	2	13
7:15 AM	4	2	3	2	11
7:30 AM	1	6	4	4	15
7:45 AM	1	2	1	0	4
8:00 AM	0	4	1	4	9
8:15 AM	1	4	0	3	8
8:30 AM	0	0	2	5	7
8:45 AM	2	5	1	2	10
TOTAL VOLUMES:	12	31	12	22	77

	North Leg Maine Avenue	East Leg Ramona Boulevard	South Leg Maine Avenue	West Leg Ramona Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	7	3	0	13
4:15 PM	1	1	3	4	9
4:30 PM	3	3	2	3	11
4:45 PM	2	7	9	10	28
5:00 PM	8	5	0	2	15
5:15 PM	2	3	2	1	8
5:30 PM	2	1	1	3	7
5:45 PM	3	3	2	0	8
TOTAL VOLUMES:	24	30	22	23	99

Location: Baldwin Park
 N/S: Maine Avenue
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

BICYCLES

	Southbound Maine Avenue			Westbound Ramona Boulevard			Northbound Maine Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	1	0	0	0	0	3
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	4
8:45 AM	0	1	0	0	0	0	1	1	0	0	0	0	3
TOTAL VOLUMES:	2	3	1	1	4	1	1	3	0	0	0	0	16

	Southbound Maine Avenue			Westbound Ramona Boulevard			Northbound Maine Avenue			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	5
4:15 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
4:30 PM	0	2	1	2	1	0	0	0	0	0	3	0	9
4:45 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	1	1	1	0	0	4	3	0	11
5:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	4	0	0	1	0	0	0	0	0	1	0	6
TOTAL VOLUMES:	0	10	3	2	7	1	1	2	0	5	10	0	41

City of Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 01_BPK_Bald_Ramona AM
 Site Code : 99921728
 Start Date : 12/2/2021
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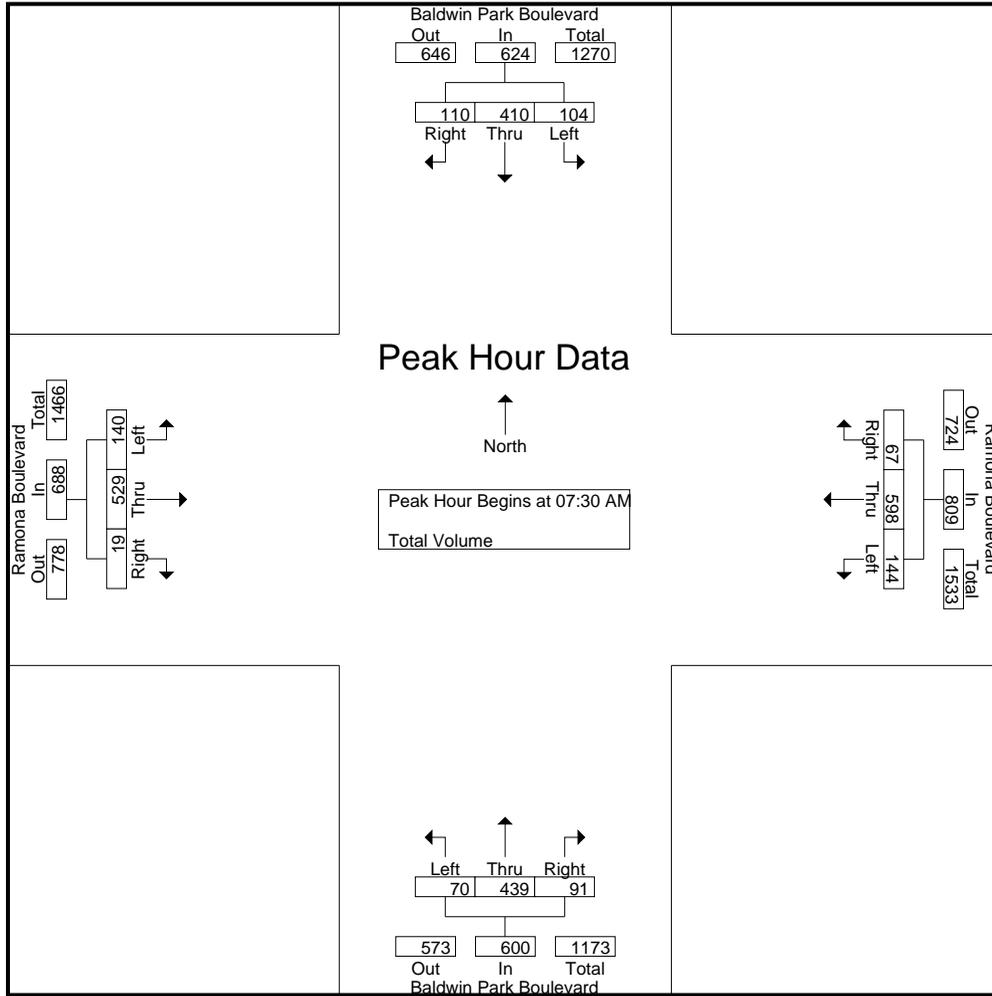
Groups Printed- Total Volume

Start Time	Baldwin Park Boulevard Southbound				Ramona Boulevard Westbound				Baldwin Park Boulevard Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	49	20	88	22	120	11	153	17	48	8	73	9	70	2	81	395
07:15 AM	18	90	18	126	28	135	11	174	15	85	15	115	10	74	4	88	503
07:30 AM	30	102	25	157	43	173	17	233	13	96	14	123	21	121	1	143	656
07:45 AM	28	119	33	180	32	141	16	189	17	149	28	194	50	143	6	199	762
Total	95	360	96	551	125	569	55	749	62	378	65	505	90	408	13	511	2316
08:00 AM	31	114	29	174	26	123	18	167	19	102	29	150	39	162	6	207	698
08:15 AM	15	75	23	113	43	161	16	220	21	92	20	133	30	103	6	139	605
08:30 AM	25	85	39	149	18	117	14	149	17	59	13	89	21	119	3	143	530
08:45 AM	30	55	15	100	35	115	5	155	18	88	32	138	18	91	7	116	509
Total	101	329	106	536	122	516	53	691	75	341	94	510	108	475	22	605	2342
Grand Total	196	689	202	1087	247	1085	108	1440	137	719	159	1015	198	883	35	1116	4658
Apprch %	18	63.4	18.6		17.2	75.3	7.5		13.5	70.8	15.7		17.7	79.1	3.1		
Total %	4.2	14.8	4.3	23.3	5.3	23.3	2.3	30.9	2.9	15.4	3.4	21.8	4.3	19	0.8	24	

Start Time	Baldwin Park Boulevard Southbound				Ramona Boulevard Westbound				Baldwin Park Boulevard Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	30	102	25	157	43	173	17	233	13	96	14	123	21	121	1	143	656
07:45 AM	28	119	33	180	32	141	16	189	17	149	28	194	50	143	6	199	762
08:00 AM	31	114	29	174	26	123	18	167	19	102	29	150	39	162	6	207	698
08:15 AM	15	75	23	113	43	161	16	220	21	92	20	133	30	103	6	139	605
Total Volume	104	410	110	624	144	598	67	809	70	439	91	600	140	529	19	688	2721
% App. Total	16.7	65.7	17.6		17.8	73.9	8.3		11.7	73.2	15.2		20.3	76.9	2.8		
PHF	.839	.861	.833	.867	.837	.864	.931	.868	.833	.737	.784	.773	.700	.816	.792	.831	.893

City of Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 01_BPK_Bald_Ramona AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	18	90	18	126	43	173	17	233	13	96	14	123	21	121	1	143
+15 mins.	30	102	25	157	32	141	16	189	17	149	28	194	50	143	6	199
+30 mins.	28	119	33	180	26	123	18	167	19	102	29	150	39	162	6	207
+45 mins.	31	114	29	174	43	161	16	220	21	92	20	133	30	103	6	139
Total Volume	107	425	105	637	144	598	67	809	70	439	91	600	140	529	19	688
% App. Total	16.8	66.7	16.5		17.8	73.9	8.3		11.7	73.2	15.2		20.3	76.9	2.8	
PHF	.863	.893	.795	.885	.837	.864	.931	.868	.833	.737	.784	.773	.700	.816	.792	.831

City of Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 01_BPK_Bald_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
 Page No : 1

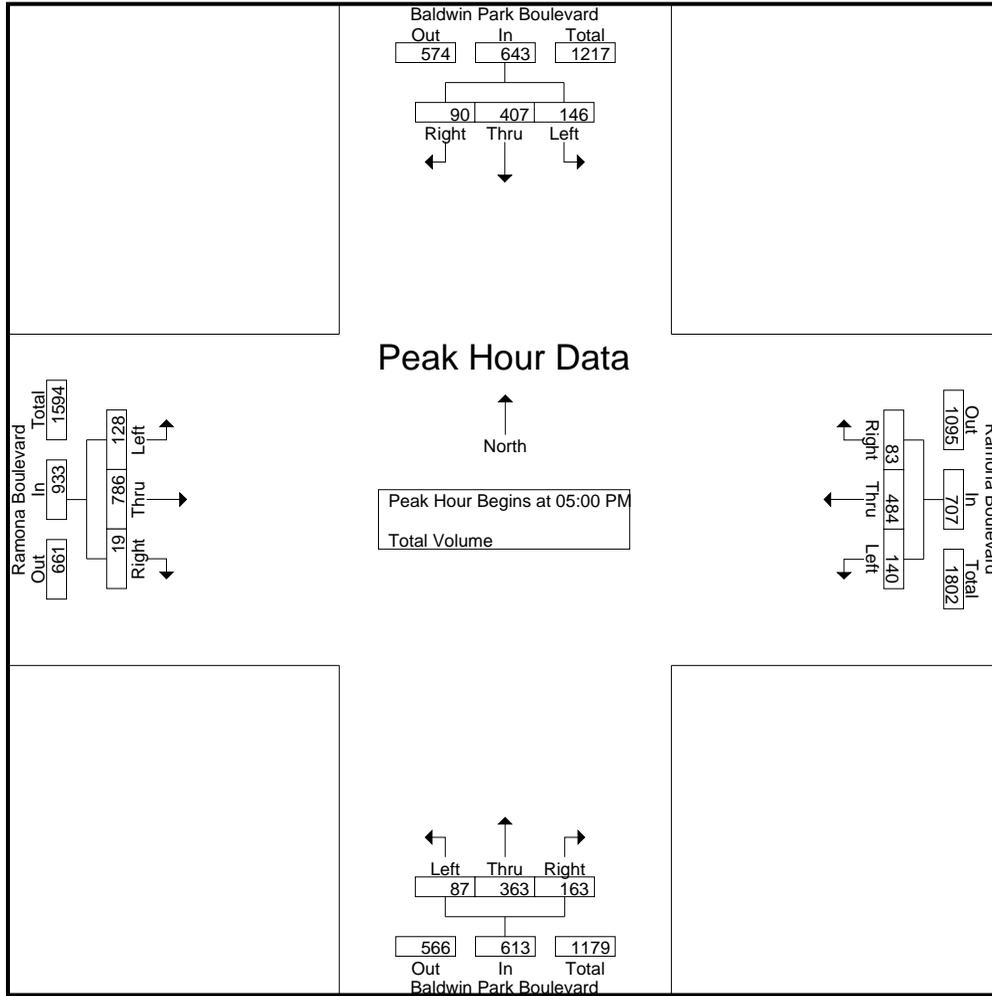
Groups Printed- Total Volume

Start Time	Baldwin Park Boulevard Southbound				Ramona Boulevard Westbound				Baldwin Park Boulevard Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	99	17	145	34	116	11	161	16	117	52	185	28	156	3	187	678
04:15 PM	25	88	24	137	21	132	7	160	13	69	45	127	30	182	6	218	642
04:30 PM	43	97	30	170	27	114	20	161	26	75	50	151	31	182	4	217	699
04:45 PM	41	95	25	161	32	117	12	161	10	89	41	140	29	194	6	229	691
Total	138	379	96	613	114	479	50	643	65	350	188	603	118	714	19	851	2710
05:00 PM	43	111	16	170	30	121	16	167	19	96	38	153	31	199	2	232	722
05:15 PM	29	100	19	148	40	149	22	211	22	81	38	141	29	203	6	238	738
05:30 PM	30	100	27	157	36	103	27	166	24	113	42	179	32	188	2	222	724
05:45 PM	44	96	28	168	34	111	18	163	22	73	45	140	36	196	9	241	712
Total	146	407	90	643	140	484	83	707	87	363	163	613	128	786	19	933	2896
Grand Total	284	786	186	1256	254	963	133	1350	152	713	351	1216	246	1500	38	1784	5606
Apprch %	22.6	62.6	14.8		18.8	71.3	9.9		12.5	58.6	28.9		13.8	84.1	2.1		
Total %	5.1	14	3.3	22.4	4.5	17.2	2.4	24.1	2.7	12.7	6.3	21.7	4.4	26.8	0.7	31.8	

Start Time	Baldwin Park Boulevard Southbound				Ramona Boulevard Westbound				Baldwin Park Boulevard Northbound				Ramona Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	43	111	16	170	30	121	16	167	19	96	38	153	31	199	2	232	722
05:15 PM	29	100	19	148	40	149	22	211	22	81	38	141	29	203	6	238	738
05:30 PM	30	100	27	157	36	103	27	166	24	113	42	179	32	188	2	222	724
05:45 PM	44	96	28	168	34	111	18	163	22	73	45	140	36	196	9	241	712
Total Volume	146	407	90	643	140	484	83	707	87	363	163	613	128	786	19	933	2896
% App. Total	22.7	63.3	14		19.8	68.5	11.7		14.2	59.2	26.6		13.7	84.2	2		
PHF	.830	.917	.804	.946	.875	.812	.769	.838	.906	.803	.906	.856	.889	.968	.528	.968	.981

City of Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard
 Weather: Clear

File Name : 01_BPK_Bald_Ramona PM
 Site Code : 99921728
 Start Date : 12/2/2021
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	43	97	30	170	30	121	16	167	10	89	41	140	31	199	2	232
+15 mins.	41	95	25	161	40	149	22	211	19	96	38	153	29	203	6	238
+30 mins.	43	111	16	170	36	103	27	166	22	81	38	141	32	188	2	222
+45 mins.	29	100	19	148	34	111	18	163	24	113	42	179	36	196	9	241
Total Volume	156	403	90	649	140	484	83	707	75	379	159	613	128	786	19	933
% App. Total	24	62.1	13.9		19.8	68.5	11.7		12.2	61.8	25.9		13.7	84.2	2	
PHF	.907	.908	.750	.954	.875	.812	.769	.838	.781	.838	.946	.856	.889	.968	.528	.968

Location: Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

PEDESTRIANS

	North Leg Baldwin Park Boulevard Pedestrians	East Leg Ramona Boulevard Pedestrians	South Leg Baldwin Park Boulevard Pedestrians	West Leg Ramona Boulevard Pedestrians	
7:00 AM	5	0	0	0	5
7:15 AM	1	3	1	0	5
7:30 AM	4	1	3	0	8
7:45 AM	2	1	1	3	7
8:00 AM	4	2	0	0	6
8:15 AM	4	4	1	1	10
8:30 AM	7	0	1	3	11
8:45 AM	2	4	3	1	10
TOTAL VOLUMES:	29	15	10	8	62

	North Leg Baldwin Park Boulevard Pedestrians	East Leg Ramona Boulevard Pedestrians	South Leg Baldwin Park Boulevard Pedestrians	West Leg Ramona Boulevard Pedestrians	
4:00 PM	10	7	5	2	24
4:15 PM	8	5	5	8	26
4:30 PM	3	2	1	3	9
4:45 PM	5	2	2	0	9
5:00 PM	1	2	2	0	5
5:15 PM	4	5	1	2	12
5:30 PM	4	13	0	5	22
5:45 PM	2	2	3	0	7
TOTAL VOLUMES:	37	38	19	20	114

Location: Baldwin Park
 N/S: Baldwin Park Boulevard
 E/W: Ramona Boulevard



Date: 12/2/2021
 Day: Thursday

BICYCLES

	Southbound Baldwin Park Boulevard			Westbound Ramona Boulevard			Northbound Baldwin Park Boulevard			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
8:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	1	5	1	1	2	0	0	2	0	12

	Southbound Baldwin Park Boulevard			Westbound Ramona Boulevard			Northbound Baldwin Park Boulevard			Eastbound Ramona Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	1	1	4
4:15 PM	0	0	0	0	1	0	0	1	0	1	3	0	6
4:30 PM	0	0	0	0	3	0	0	1	0	0	5	0	9
4:45 PM	0	1	0	0	3	0	0	0	0	0	1	0	5
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	3	0	1	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
TOTAL VOLUMES:	1	3	0	0	11	0	1	3	0	1	13	1	34

Appendix 2 —

Intersection LOS
Calculation
Worksheets

Intersection Level Of Service Report
Intersection 1: Baldwin Park Blvd @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Baldwin Park Blvd			Baldwin Park Blvd			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	140.00	100.00	100.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Baldwin Park Blvd			Baldwin Park Blvd			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	87	363	163	146	407	90	128	786	19	140	484	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	363	163	146	407	90	128	786	19	140	484	83
Peak Hour Factor	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810	0.9810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	93	42	37	104	23	33	200	5	36	123	21
Total Analysis Volume [veh/h]	89	370	166	149	415	92	130	801	19	143	493	85
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	17	43	0	17	43	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	34	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	53	53	9	25	25	10	26	26
g / C, Green / Cycle	0.53	0.53	0.53	0.53	0.53	0.53	0.09	0.25	0.25	0.10	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.09	0.10	0.10	0.15	0.12	0.06	0.07	0.22	0.22	0.08	0.16	0.16
s, saturation flow rate [veh/h]	971	3560	1589	1012	3560	1589	1781	1870	1855	1781	1870	1776
c, Capacity [veh/h]	503	1890	844	528	1890	844	162	468	464	176	483	458
d1, Uniform Delay [s]	17.05	12.28	12.29	17.67	12.45	11.68	44.57	36.03	36.03	44.17	32.70	32.73
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.77	0.23	0.52	1.33	0.27	0.26	8.83	5.49	5.53	8.76	1.27	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.20	0.20	0.28	0.22	0.11	0.80	0.88	0.88	0.81	0.61	0.62
d, Delay for Lane Group [s/veh]	17.82	12.51	12.81	19.00	12.72	11.94	53.40	41.52	41.56	52.93	33.97	34.07
Lane Group LOS	B	B	B	B	B	B	D	D	D	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.32	2.11	1.96	2.31	2.40	1.03	3.50	10.06	9.99	3.84	6.32	6.04
50th-Percentile Queue Length [ft/ln]	32.90	52.65	48.96	57.85	59.92	25.71	87.62	251.62	249.71	95.98	158.10	150.96
95th-Percentile Queue Length [veh/ln]	2.37	3.79	3.53	4.16	4.31	1.85	6.31	15.27	15.17	6.91	10.45	10.07
95th-Percentile Queue Length [ft/ln]	59.22	94.76	88.13	104.12	107.86	46.28	157.72	381.69	379.28	172.77	261.21	251.70

Movement, Approach, & Intersection Results

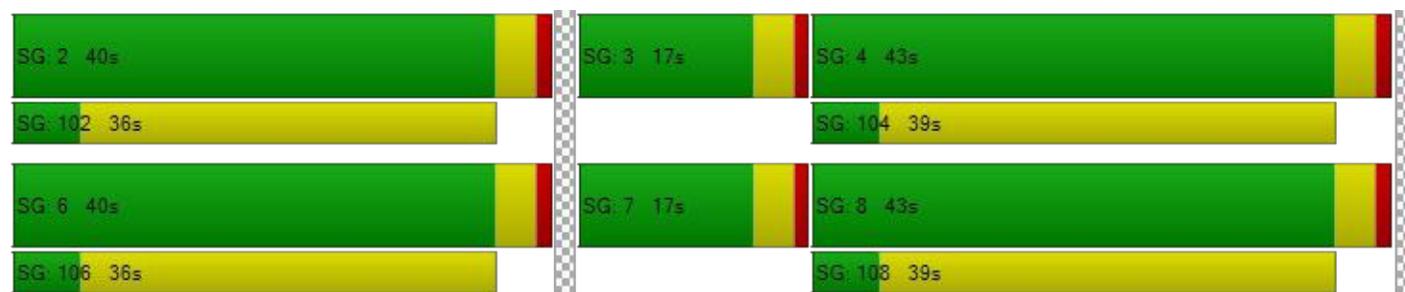
d_M, Delay for Movement [s/veh]	17.82	12.51	12.81	19.00	12.72	11.94	53.40	41.54	41.56	52.93	34.01	34.07
Movement LOS	B	B	B	B	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	13.35			14.04			43.17			37.77		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	29.06											
Intersection LOS	C											
Intersection V/C	0.492											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.687			2.695			2.803			2.936		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	720			720			780			780		
d_b, Bicycle Delay [s]	20.48			20.48			18.61			18.61		
I_b,int, Bicycle LOS Score for Intersection	2.075			2.101			2.343			2.154		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Maine Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Maine Ave			Maine Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maine Ave			Maine Ave			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	83	307	107	58	350	59	131	751	142	139	504	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	307	107	58	350	59	131	751	142	139	504	58
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	83	29	16	95	16	36	204	39	38	137	16
Total Analysis Volume [veh/h]	90	334	116	63	380	64	142	816	154	151	548	63
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0			0			0			
v_di, Inbound Pedestrian Volume crossing major street	0		0			0			0			
v_co, Outbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ci, Inbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0			0			
Bicycle Volume [bicycles/h]	0		0			0			0			

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protect	Permis	Permis									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	16	24	0	11	19	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	No	No										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	24	24	4	23	7	20	20	7	20	20
g / C, Green / Cycle	0.06	0.34	0.34	0.05	0.32	0.10	0.28	0.28	0.10	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.07	0.04	0.24	0.08	0.27	0.27	0.08	0.17	0.17
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1824	1781	1870	1768	1781	1870	1803
c, Capacity [veh/h]	116	630	536	90	589	181	530	501	178	528	509
d1, Uniform Delay [s]	32.24	18.73	16.60	32.71	21.23	30.72	24.50	24.51	30.98	21.64	21.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.17	0.17	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.57	3.17	0.93	9.29	8.70	7.33	12.55	13.25	10.47	1.05	1.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.53	0.22	0.70	0.75	0.79	0.94	0.94	0.85	0.59	0.59
d, Delay for Lane Group [s/veh]	42.81	21.90	17.52	42.00	29.93	38.05	37.05	37.76	41.46	22.69	22.74
Lane Group LOS	D	C	B	D	C	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.77	4.54	1.36	1.24	7.34	2.58	9.19	8.80	2.89	4.19	4.05
50th-Percentile Queue Length [ft/ln]	44.23	113.48	34.10	30.90	183.41	64.62	229.69	219.88	72.33	104.76	101.36
95th-Percentile Queue Length [veh/ln]	3.18	8.03	2.45	2.22	11.78	4.65	14.16	13.66	5.21	7.54	7.30
95th-Percentile Queue Length [ft/ln]	79.61	200.83	61.37	55.62	294.46	116.32	353.97	341.47	130.20	188.56	182.46

Movement, Approach, & Intersection Results

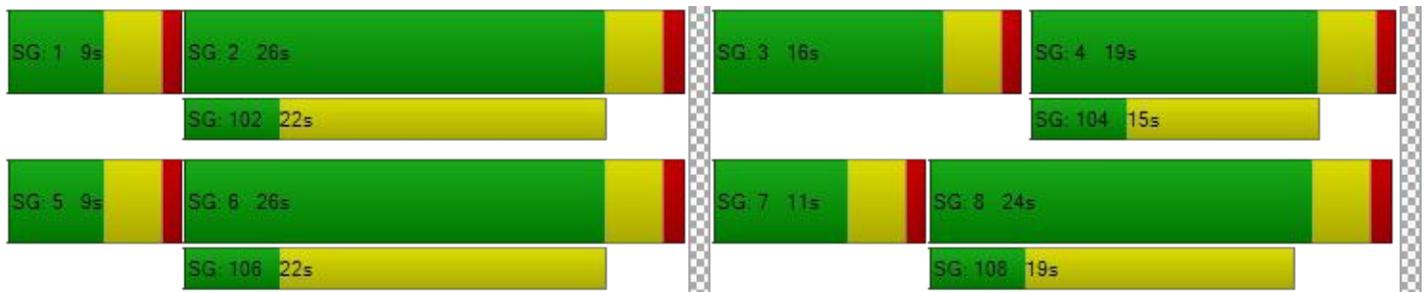
d_M, Delay for Movement [s/veh]	42.81	21.90	17.52	42.00	29.93	29.93	38.05	37.33	37.76	41.46	22.71	22.74
Movement LOS	D	C	B	D	C	C	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	24.44			31.43			37.48			26.43		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.14											
Intersection LOS	C											
Intersection V/C	0.779											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
I_p,int, Pedestrian LOS Score for Intersection	2.468	2.326	2.701	2.688
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	571	429
d_b, Bicycle Delay [s]	16.46	16.46	17.86	21.61
I_b,int, Bicycle LOS Score for Intersection	2.451	2.396	2.477	2.188
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Bogart Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Bogart Ave			Bogart Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵			↵			↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bogart Ave			Bogart Ave			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	19	34	28	133	27	51	37	637	10	13	505	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	34	28	133	27	51	37	637	10	13	505	71
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	9	7	34	7	13	10	165	3	3	131	18
Total Analysis Volume [veh/h]	20	35	29	138	28	53	38	661	10	13	524	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	29	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43	43	19	19	19	19	19	19
g / C, Green / Cycle	0.61	0.61	0.61	0.61	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.10	0.05	0.05	0.18	0.18	0.02	0.16	0.16
s, saturation flow rate [veh/h]	1317	1732	1338	1676	820	1870	1860	766	1870	1790
c, Capacity [veh/h]	855	1062	873	1028	179	510	507	161	510	488
d1, Uniform Delay [s]	6.53	5.44	7.02	5.50	30.18	22.59	22.59	30.41	22.13	22.15
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.11	0.39	0.15	0.58	1.47	1.48	0.21	1.13	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.06	0.16	0.08	0.21	0.66	0.66	0.08	0.60	0.60
d, Delay for Lane Group [s/veh]	6.58	5.54	7.40	5.65	30.76	24.05	24.07	30.62	23.26	23.35
Lane Group LOS	A	A	A	A	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.12	0.32	0.88	0.42	0.61	4.73	4.71	0.21	4.18	4.03
50th-Percentile Queue Length [ft/ln]	2.95	8.12	22.08	10.45	15.19	118.35	117.81	5.15	104.41	100.87
95th-Percentile Queue Length [veh/ln]	0.21	0.58	1.59	0.75	1.09	8.30	8.27	0.37	7.52	7.26
95th-Percentile Queue Length [ft/ln]	5.31	14.62	39.75	18.80	27.35	207.55	206.82	9.27	187.93	181.56

Movement, Approach, & Intersection Results

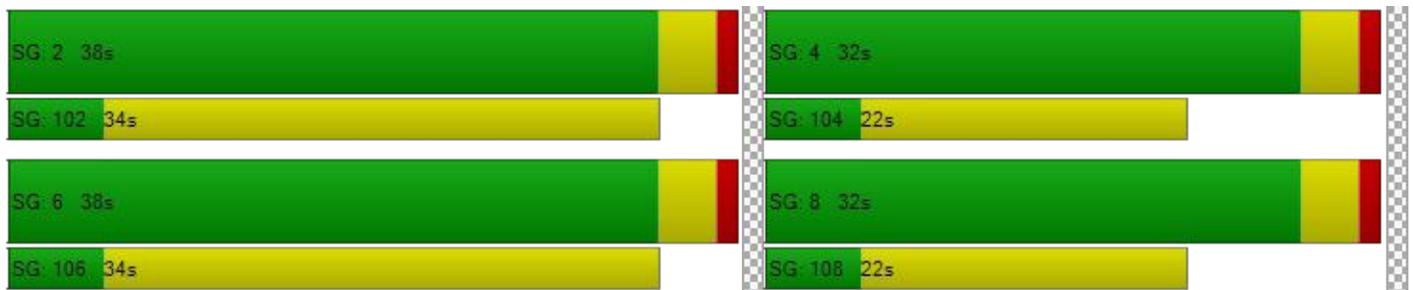
d_M, Delay for Movement [s/veh]	6.58	5.54	5.54	7.40	5.65	5.65	30.76	24.06	24.07	30.62	23.30	23.35
Movement LOS	A	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.79			6.75			24.42			23.46		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	20.71											
Intersection LOS	C											
Intersection V/C	0.310											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.58			26.58			26.58			26.58		
I_p,int, Pedestrian LOS Score for Intersection	1.999			2.122			2.614			2.812		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	971			971			800			800		
d_b, Bicycle Delay [s]	9.26			9.26			12.60			12.60		
I_b,int, Bicycle LOS Score for Intersection	1.698			1.921			2.145			2.064		
Bicycle LOS	A			A			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Downing Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Downing Ave			Downing Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right									
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Downing Ave			Downing Ave			Ramona Blvd			Ramona Blvd		
	15	30	21	54	37	13	6	810	30	10	570	18
Base Volume Input [veh/h]	15	30	21	54	37	13	6	810	30	10	570	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	30	21	54	37	13	6	810	30	10	570	18
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	6	15	10	4	2	222	8	3	156	5
Total Analysis Volume [veh/h]	16	33	23	59	41	14	7	889	33	11	626	20
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	25	0	0	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	26	0	0	16	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	19	19	19	19	19	19
g / C, Green / Cycle	0.55	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.03	0.01	0.07	0.01	0.25	0.25	0.02	0.17	0.17
s, saturation flow rate [veh/h]	1689	1589	1531	784	1870	1847	606	1870	1850
c, Capacity [veh/h]	1003	869	928	230	598	590	155	598	592
d1, Uniform Delay [s]	6.33	6.25	6.57	22.37	18.46	18.46	27.09	16.80	16.80
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.06	0.27	0.05	2.20	2.23	0.19	0.77	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.03	0.12	0.03	0.78	0.78	0.07	0.54	0.54
d, Delay for Lane Group [s/veh]	6.42	6.31	6.84	22.43	20.66	20.69	27.29	17.57	17.58
Lane Group LOS	A	A	A	C	C	C	C	B	B
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.25	0.12	0.61	0.08	5.44	5.38	0.15	3.36	3.33
50th-Percentile Queue Length [ft/ln]	6.23	2.93	15.26	2.06	135.98	134.39	3.73	83.93	83.18
95th-Percentile Queue Length [veh/ln]	0.45	0.21	1.10	0.15	9.26	9.18	0.27	6.04	5.99
95th-Percentile Queue Length [ft/ln]	11.22	5.28	27.47	3.72	231.60	229.45	6.71	151.08	149.72

Movement, Approach, & Intersection Results

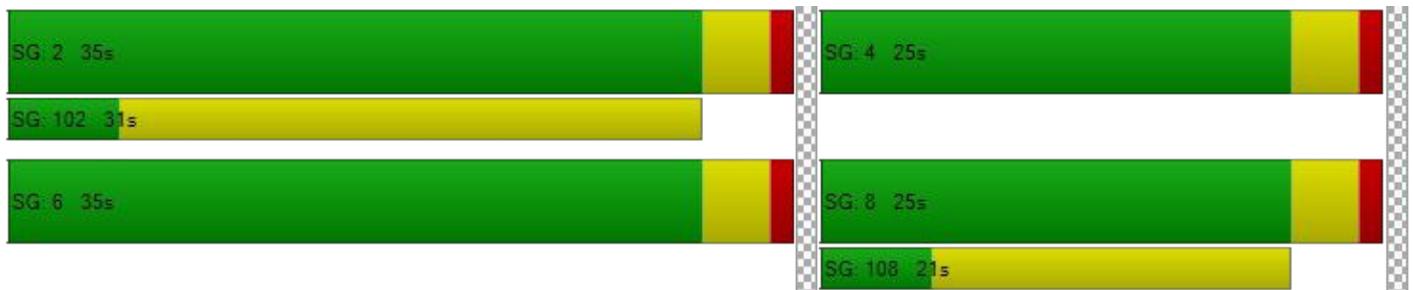
d_M, Delay for Movement [s/veh]	6.42	6.42	6.31	6.84	6.84	6.84	22.43	20.68	20.69	27.29	17.57	17.58
Movement LOS	A	A	A	A	A	A	C	C	C	C	B	B
d_A, Approach Delay [s/veh]	6.38			6.84			20.69			17.74		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	18.12											
Intersection LOS	B											
Intersection V/C	0.358											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			0.00			21.68			0.00		
I_p,int, Pedestrian LOS Score for Intersection	1.996			0.000			2.664			0.000		
Crosswalk LOS	A			F			B			F		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1033			1033			700			700		
d_b, Bicycle Delay [s]	7.01			7.01			12.68			12.68		
I_b,int, Bicycle LOS Score for Intersection	1.678			1.748			2.326			2.102		
Bicycle LOS	A			A			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Ramona Blvd @ Badillo St

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Ramona Blvd			Lozano Dr			Ramona Blvd			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ramona Blvd			Lozano Dr			Ramona Blvd			Badillo St		
Base Volume Input [veh/h]	6	0	3	18	3	241	165	681	7	7	363	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	3	18	3	241	165	681	7	7	363	7
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	5	1	63	43	178	2	2	95	2
Total Analysis Volume [veh/h]	6	0	3	19	3	252	172	712	7	7	379	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	27	0	0	11	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	47	25	25	25	25	25	25
g / C, Green / Cycle	0.58	0.58	0.58	0.32	0.32	0.32	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.16	0.17	0.19	0.19	0.01	0.10	0.10
s, saturation flow rate [veh/h]	1424	1488	1589	997	1870	1864	733	1870	1858
c, Capacity [veh/h]	905	951	927	305	593	591	187	593	589
d1, Uniform Delay [s]	7.01	7.04	8.27	29.73	23.11	23.11	30.41	20.81	20.82
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.04	0.72	1.63	1.01	1.01	0.08	0.32	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.02	0.27	0.56	0.61	0.61	0.04	0.33	0.33
d, Delay for Lane Group [s/veh]	7.03	7.08	8.99	31.37	24.12	24.12	30.49	21.13	21.14
Lane Group LOS	A	A	A	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.06	0.15	2.03	3.11	5.55	5.53	0.12	2.65	2.65
50th-Percentile Queue Length [ft/ln]	1.52	3.72	50.76	77.85	138.69	138.23	2.96	66.37	66.13
95th-Percentile Queue Length [veh/ln]	0.11	0.27	3.65	5.61	9.41	9.39	0.21	4.78	4.76
95th-Percentile Queue Length [ft/ln]	2.73	6.70	91.36	140.14	235.26	234.64	5.33	119.47	119.03

Movement, Approach, & Intersection Results

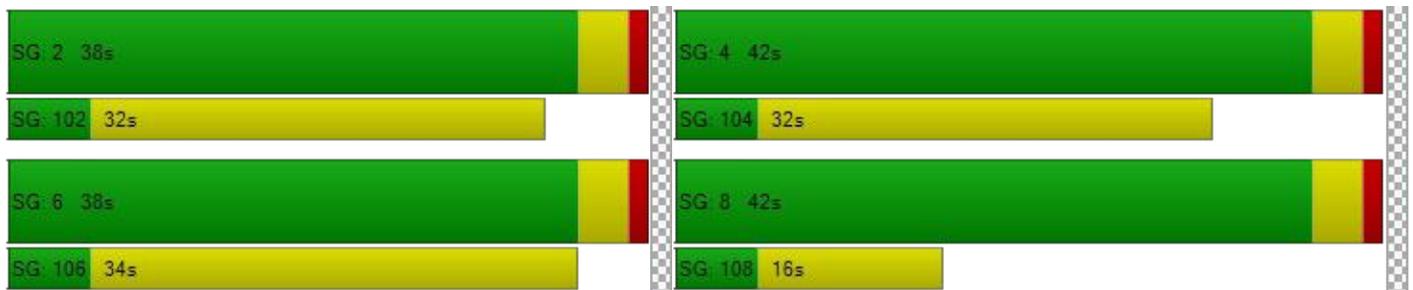
d_M, Delay for Movement [s/veh]	7.03	7.03	7.03	7.08	7.08	8.99	31.37	24.12	24.12	30.49	21.13	21.14
Movement LOS	A	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.03			8.84			25.52			21.30		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	21.44											
Intersection LOS	C											
Intersection V/C	0.380											

Other Modes

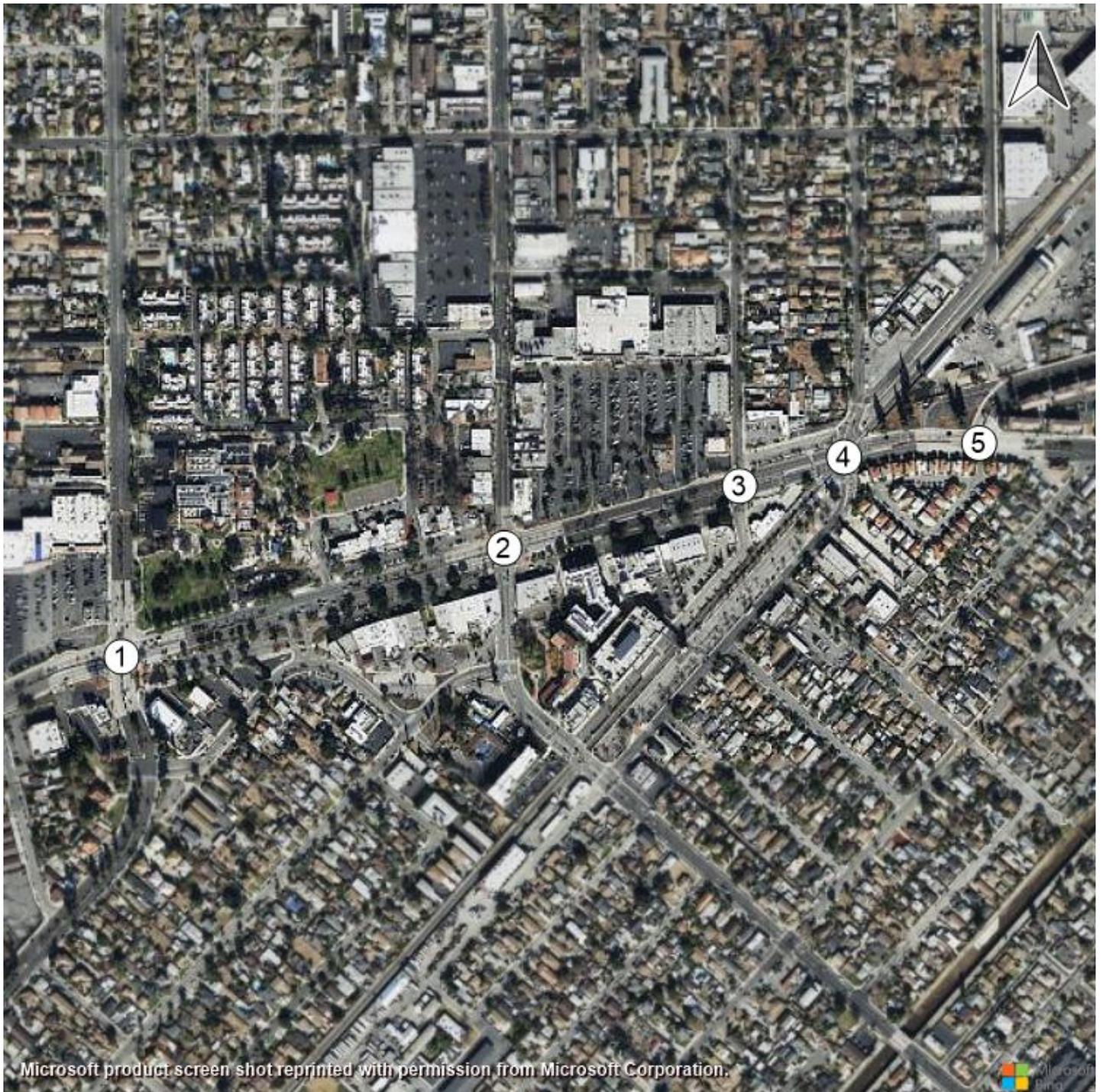
g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	31.51			31.51			31.51			31.51		
I_p,int, Pedestrian LOS Score for Intersection	1.735			2.352			2.652			2.579		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	850			850			950			950		
d_b, Bicycle Delay [s]	13.23			13.23			11.03			11.03		
I_b,int, Bicycle LOS Score for Intersection	1.574			2.012			2.295			1.884		
Bicycle LOS	A			B			B			A		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

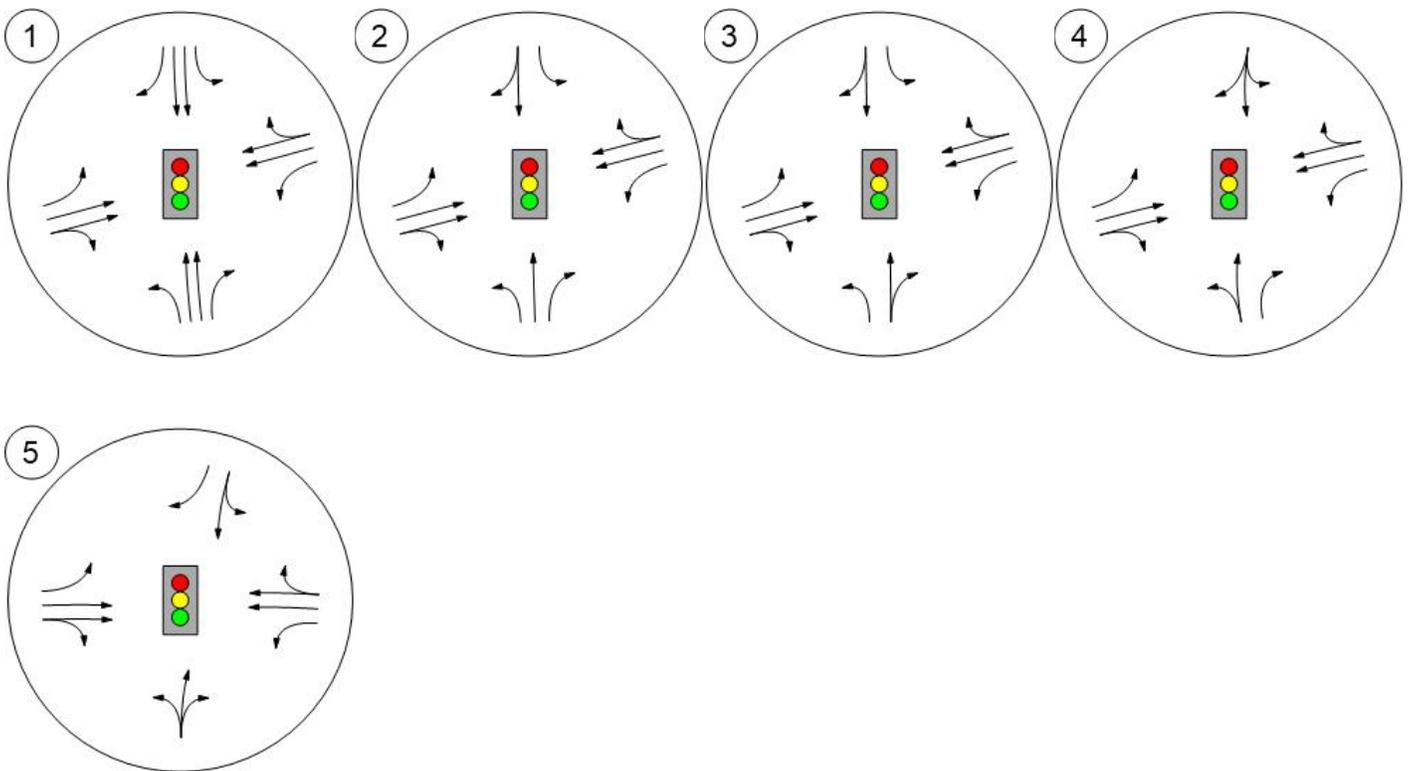
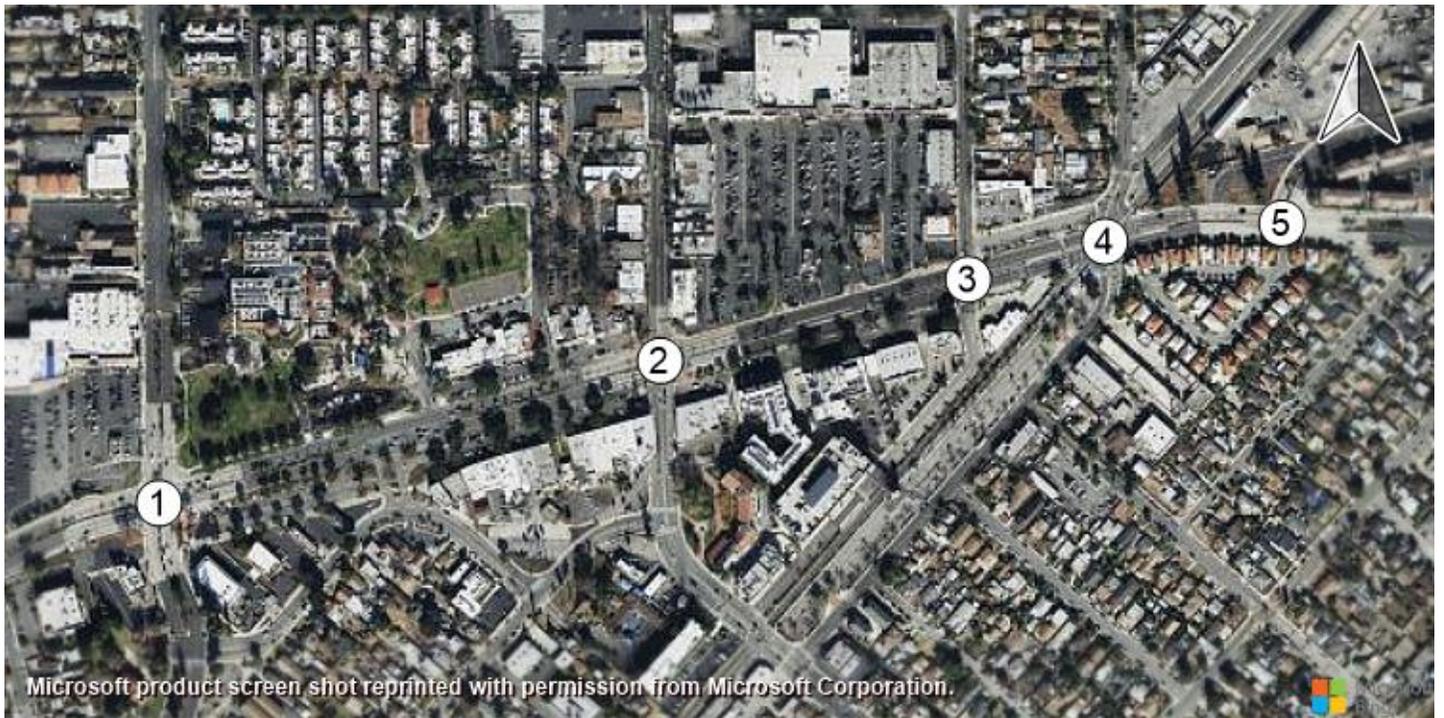


Study Intersections

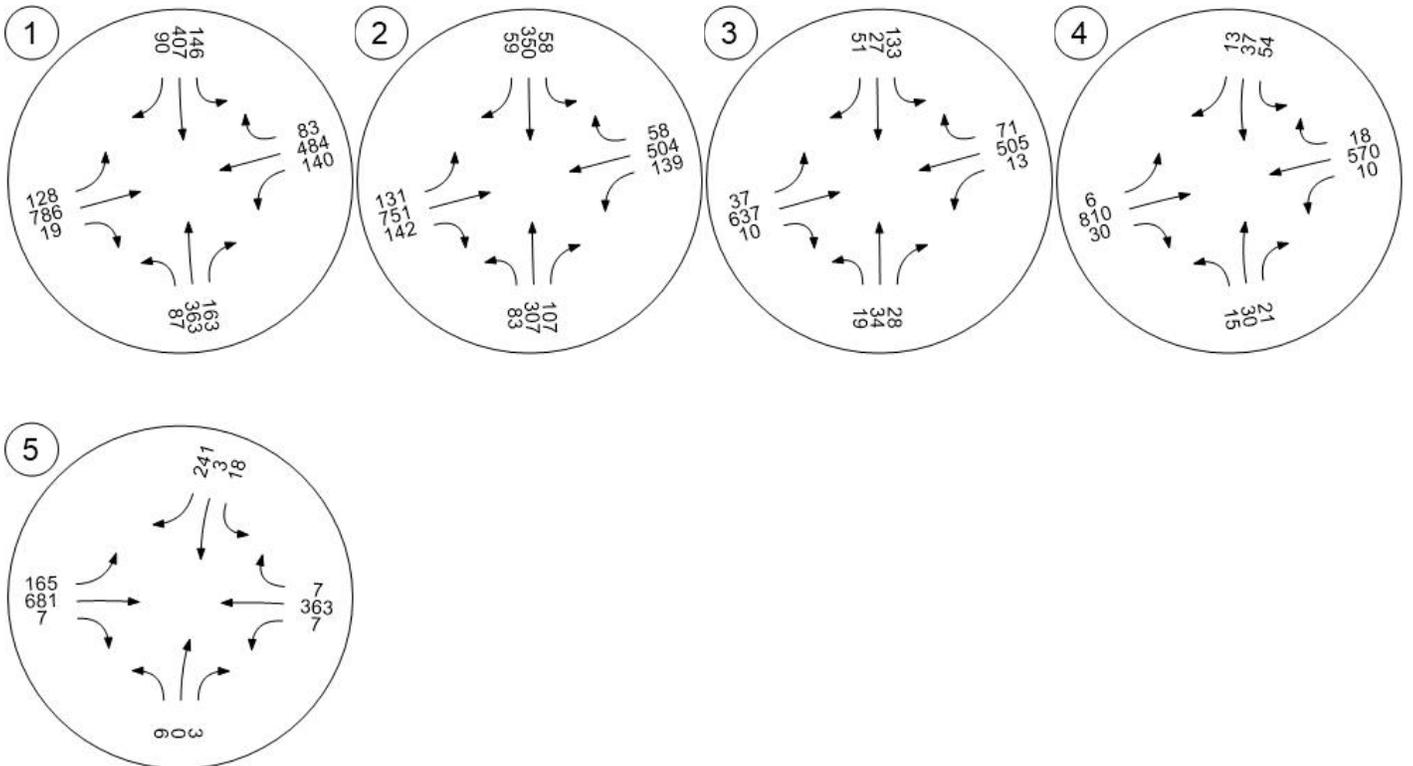
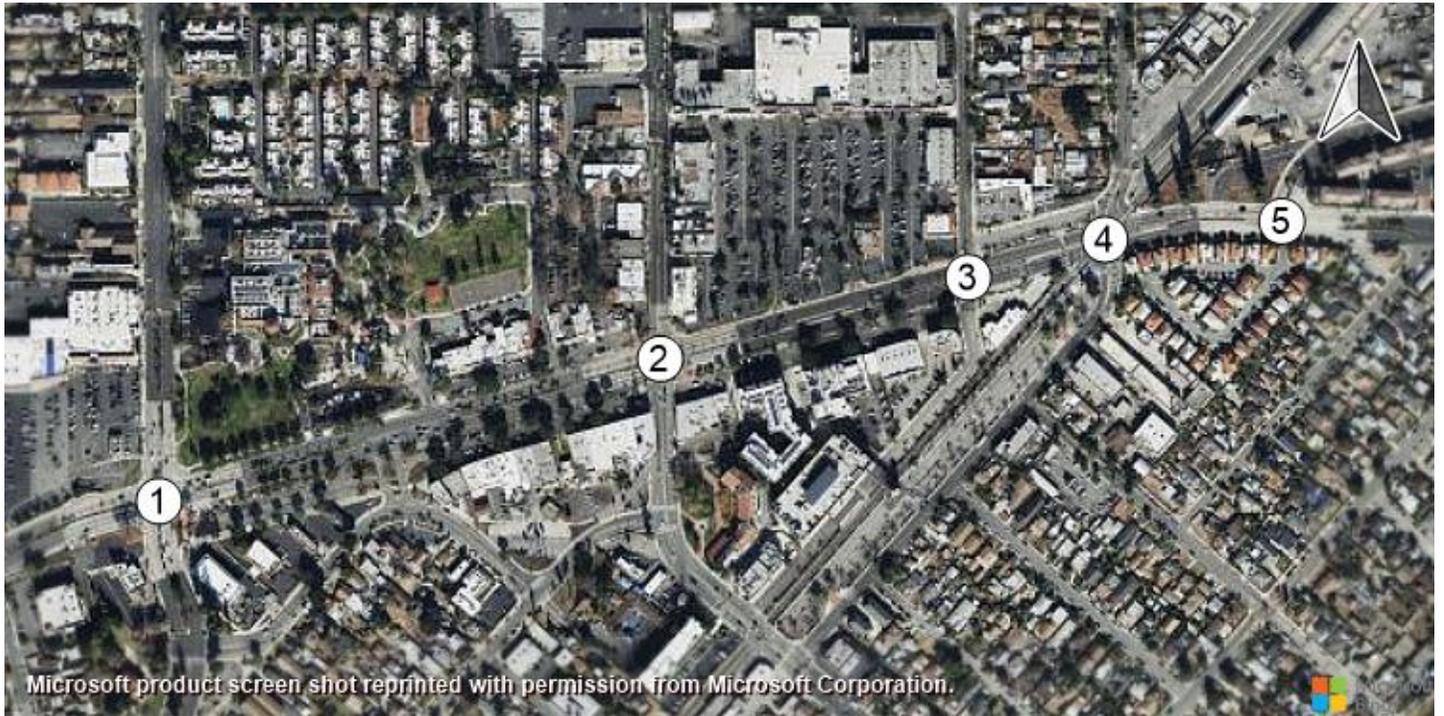


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Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Intersection Level Of Service Report
Intersection 1: Baldwin Park Blvd @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	Baldwin Park Blvd			Baldwin Park Blvd			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	130.00	100.00	100.00	130.00	100.00	100.00	140.00	100.00	100.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Baldwin Park Blvd			Baldwin Park Blvd			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	70	439	91	104	410	110	140	529	19	144	598	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	439	91	104	410	110	140	529	19	144	598	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	110	23	26	103	28	35	132	5	36	150	17
Total Analysis Volume [veh/h]	70	439	91	104	410	110	140	529	19	144	598	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	17	43	0	17	43	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	34	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	57	57	57	57	10	21	21	10	21	21
g / C, Green / Cycle	0.57	0.57	0.57	0.57	0.57	0.57	0.10	0.21	0.21	0.10	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.07	0.12	0.06	0.11	0.12	0.07	0.08	0.15	0.15	0.08	0.18	0.18
s, saturation flow rate [veh/h]	976	3560	1589	950	3560	1589	1781	1870	1847	1781	1870	1805
c, Capacity [veh/h]	551	2040	911	534	2040	911	173	388	384	177	393	379
d1, Uniform Delay [s]	13.98	10.40	9.67	14.84	10.30	9.79	44.26	36.81	36.82	44.14	38.10	38.10
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	0.24	0.22	0.81	0.22	0.27	8.77	2.40	2.44	8.76	5.63	5.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.22	0.10	0.19	0.20	0.12	0.81	0.71	0.71	0.81	0.86	0.86
d, Delay for Lane Group [s/veh]	14.45	10.64	9.89	15.65	10.52	10.07	53.03	39.21	39.26	52.90	43.73	43.96
Lane Group LOS	B	B	A	B	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	2.26	0.90	1.42	2.09	1.10	3.76	6.37	6.30	3.87	8.39	8.13
50th-Percentile Queue Length [ft/ln]	22.60	56.38	22.46	35.58	52.16	27.52	94.05	159.16	157.51	96.63	209.81	203.30
95th-Percentile Queue Length [veh/ln]	1.63	4.06	1.62	2.56	3.76	1.98	6.77	10.50	10.42	6.96	13.14	12.81
95th-Percentile Queue Length [ft/ln]	40.68	101.48	40.43	64.04	93.88	49.53	169.29	262.61	260.43	173.93	328.58	320.21

Movement, Approach, & Intersection Results

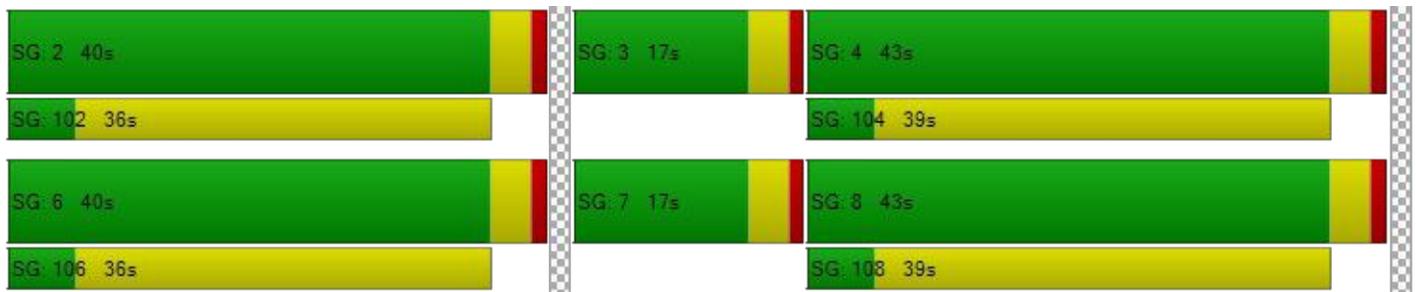
d_M, Delay for Movement [s/veh]	14.45	10.64	9.89	15.65	10.52	10.07	53.03	39.23	39.26	52.90	43.83	43.96
Movement LOS	B	B	A	B	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	10.97			11.30			42.04			45.45		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	29.15											
Intersection LOS	C											
Intersection V/C	0.421											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.682			2.700			2.740			2.803		
Crosswalk LOS	B			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	720			720			780			780		
d_b, Bicycle Delay [s]	20.48			20.48			18.61			18.61		
I_b,int, Bicycle LOS Score for Intersection	2.055			2.074			2.127			2.227		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Maine Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Maine Ave			Maine Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maine Ave			Maine Ave			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	62	342	43	46	305	53	102	403	135	65	702	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	342	43	46	305	53	102	403	135	65	702	67
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	96	12	13	85	15	29	113	38	18	197	19
Total Analysis Volume [veh/h]	69	383	48	52	342	59	114	451	151	73	786	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protect	Permis	Permis									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	10	23	0	12	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	No	No										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	26	26	3	26	6	21	21	4	19	19
g / C, Green / Cycle	0.05	0.38	0.38	0.05	0.37	0.08	0.29	0.29	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.03	0.03	0.22	0.06	0.17	0.17	0.04	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1823	1781	1870	1712	1781	1870	1813
c, Capacity [veh/h]	97	707	601	84	676	149	544	498	100	492	477
d1, Uniform Delay [s]	32.66	17.09	14.01	32.84	17.83	31.53	21.23	21.26	32.63	24.88	24.88
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.12	0.12
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.09	2.97	0.26	7.10	3.81	8.00	0.97	1.07	9.76	6.10	6.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.54	0.08	0.62	0.59	0.77	0.58	0.58	0.73	0.89	0.89
d, Delay for Lane Group [s/veh]	41.74	20.05	14.27	39.94	21.64	39.52	22.20	22.33	42.39	30.98	31.16
Lane Group LOS	D	C	B	D	C	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.35	4.92	0.49	0.99	5.42	2.13	4.16	3.85	1.44	7.23	7.03
50th-Percentile Queue Length [ft/ln]	33.64	123.08	12.24	24.87	135.52	53.20	104.10	96.32	35.88	180.66	175.78
95th-Percentile Queue Length [veh/ln]	2.42	8.56	0.88	1.79	9.24	3.83	7.50	6.94	2.58	11.64	11.38
95th-Percentile Queue Length [ft/ln]	60.55	214.05	22.02	44.77	230.97	95.77	187.39	173.38	64.58	290.88	284.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.74	20.05	14.27	39.94	21.64	21.64	39.52	22.24	22.33	42.39	31.06	31.16
Movement LOS	D	C	B	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	22.49			23.74			25.01			31.95		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.80											
Intersection LOS	C											
Intersection V/C	0.671											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
I_p,int, Pedestrian LOS Score for Intersection	2.423	2.318	2.660	2.627
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	543	600
d_b, Bicycle Delay [s]	16.46	16.46	18.58	17.15
I_b,int, Bicycle LOS Score for Intersection	2.385	2.307	2.150	2.330
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Bogart Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Bogart Ave			Bogart Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵			↵			↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	29	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	39	39	23	23	23	23	23	23
g / C, Green / Cycle	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.00	0.02	0.07	0.02	0.04	0.11	0.11	0.02	0.24	0.24
s, saturation flow rate [veh/h]	1382	1700	1379	1718	619	1870	1867	972	1870	1803
c, Capacity [veh/h]	834	949	832	959	146	612	611	304	612	590
d1, Uniform Delay [s]	7.79	6.95	8.35	6.94	31.43	17.80	17.80	22.44	20.96	20.96
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.14	0.14
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.06	0.28	0.06	0.50	0.32	0.33	0.08	2.31	2.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.03	0.11	0.03	0.16	0.34	0.34	0.06	0.75	0.75
d, Delay for Lane Group [s/veh]	7.80	7.01	8.63	7.00	31.92	18.13	18.13	22.52	23.27	23.36
Lane Group LOS	A	A	A	A	C	B	B	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.03	0.18	0.68	0.17	0.38	2.37	2.37	0.23	6.42	6.20
50th-Percentile Queue Length [ft/ln]	0.67	4.61	16.94	4.29	9.43	59.26	59.20	5.80	160.43	155.05
95th-Percentile Queue Length [veh/ln]	0.05	0.33	1.22	0.31	0.68	4.27	4.26	0.42	10.57	10.29
95th-Percentile Queue Length [ft/ln]	1.20	8.30	30.49	7.73	16.97	106.67	106.55	10.45	264.29	257.16

Movement, Approach, & Intersection Results

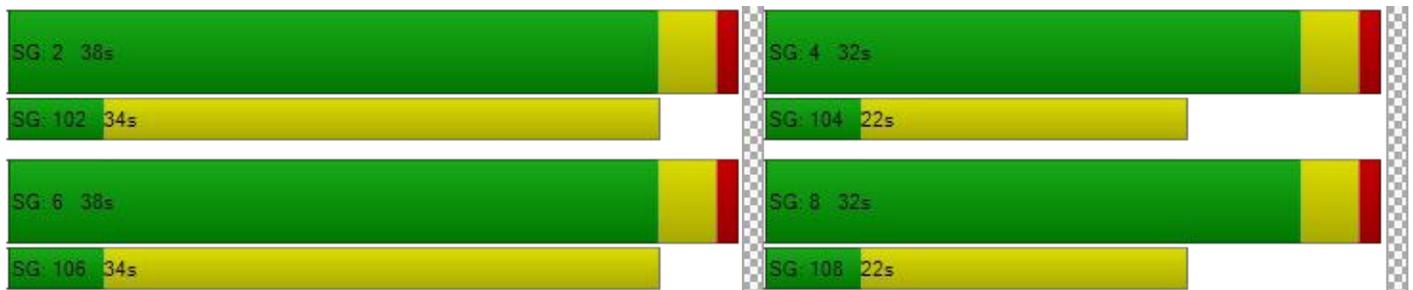
d_M, Delay for Movement [s/veh]	7.80	7.01	7.01	8.63	7.00	7.00	31.92	18.13	18.13	22.52	23.31	23.36
Movement LOS	A	A	A	A	A	A	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	7.11			8.26			18.85			23.30		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	20.43											
Intersection LOS	C											
Intersection V/C	0.342											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.58			26.58			26.58			26.58		
I_p,int, Pedestrian LOS Score for Intersection	1.980			2.057			2.581			2.750		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	971			971			800			800		
d_b, Bicycle Delay [s]	9.26			9.26			12.60			12.60		
I_b,int, Bicycle LOS Score for Intersection	1.616			1.761			1.920			2.316		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Downing Ave @ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Downing Ave			Downing Ave			Ramona Blvd			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right									
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Downing Ave			Downing Ave			Ramona Blvd			Ramona Blvd		
Base Volume Input [veh/h]	10	28	27	86	37	9	6	506	20	12	891	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	28	27	86	37	9	6	506	20	12	891	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	7	22	9	2	2	127	5	3	223	20
Total Analysis Volume [veh/h]	10	28	27	86	37	9	6	506	20	12	891	79
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	25	0	0	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	26	0	0	16	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	20	20	20	20	20	20
g / C, Green / Cycle	0.54	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.09	0.01	0.14	0.14	0.01	0.26	0.26
s, saturation flow rate [veh/h]	1731	1589	1457	579	1870	1845	877	1870	1817
c, Capacity [veh/h]	1015	862	889	146	606	598	274	606	589
d1, Uniform Delay [s]	6.41	6.39	7.13	27.66	15.96	15.97	20.67	18.60	18.60
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.07	0.35	0.11	0.50	0.50	0.06	2.68	2.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.03	0.15	0.04	0.44	0.44	0.04	0.81	0.81
d, Delay for Lane Group [s/veh]	6.48	6.46	7.48	27.77	16.46	16.47	20.73	21.27	21.35
Lane Group LOS	A	A	A	C	B	B	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.20	0.14	0.79	0.08	2.59	2.56	0.13	5.88	5.72
50th-Percentile Queue Length [ft/ln]	4.89	3.52	19.66	2.05	64.66	64.04	3.35	146.94	143.09
95th-Percentile Queue Length [veh/ln]	0.35	0.25	1.42	0.15	4.66	4.61	0.24	9.85	9.65
95th-Percentile Queue Length [ft/ln]	8.80	6.34	35.39	3.70	116.40	115.27	6.03	246.34	241.18

Movement, Approach, & Intersection Results

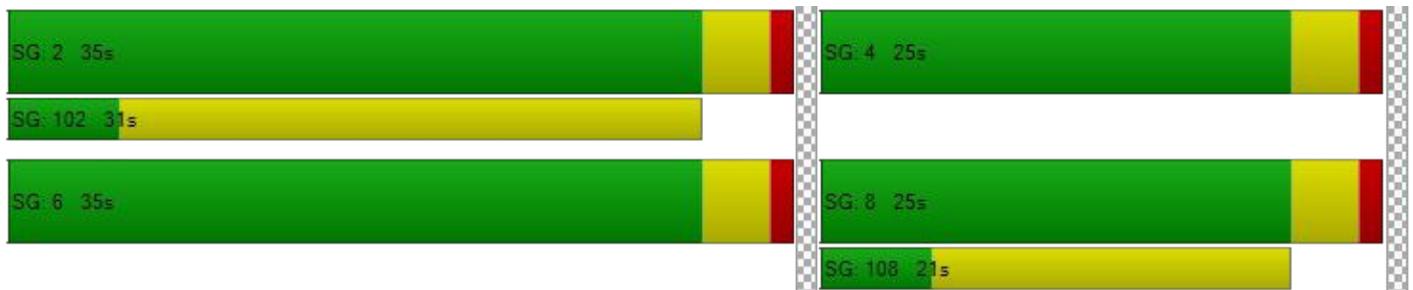
d_M, Delay for Movement [s/veh]	6.48	6.48	6.46	7.48	7.48	7.48	27.77	16.46	16.47	20.73	21.31	21.35
Movement LOS	A	A	A	A	A	A	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	6.47			7.48			16.59			21.31		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	18.21											
Intersection LOS	B											
Intersection V/C	0.393											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			0.00			21.68			0.00		
I_p,int, Pedestrian LOS Score for Intersection	1.989			0.000			2.623			0.000		
Crosswalk LOS	A			F			B			F		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1033			1033			700			700		
d_b, Bicycle Delay [s]	7.01			7.01			12.68			12.68		
I_b,int, Bicycle LOS Score for Intersection	1.667			1.777			1.999			2.370		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Ramona Blvd @ Badillo St

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Ramona Blvd			Lozano Dr			Ramona Blvd			Badillo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	180.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ramona Blvd			Lozano Dr			Ramona Blvd			Badillo St		
Base Volume Input [veh/h]	2	1	9	9	1	278	122	479	5	2	710	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	9	9	1	278	122	479	5	2	710	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	2	0	70	31	120	1	1	178	2
Total Analysis Volume [veh/h]	2	1	9	9	1	278	122	479	5	2	710	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0			0			0			
v_di, Inbound Pedestrian Volume crossing major street	0		0			0			0			
v_co, Outbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ci, Inbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0			0			
Bicycle Volume [bicycles/h]	0		0			0			0			

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permis											
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	27	0	0	11	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	30	30	30	30	30	30
g / C, Green / Cycle	0.53	0.53	0.53	0.37	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.17	0.17	0.13	0.13	0.00	0.19	0.19
s, saturation flow rate [veh/h]	1585	1308	1589	734	1870	1863	911	1870	1864
c, Capacity [veh/h]	888	775	838	239	697	695	325	697	695
d1, Uniform Delay [s]	9.01	8.99	10.84	30.44	18.08	18.08	22.05	19.47	19.48
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.03	1.06	1.68	0.30	0.30	0.01	0.59	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.01	0.33	0.51	0.35	0.35	0.01	0.52	0.52
d, Delay for Lane Group [s/veh]	9.03	9.02	11.90	32.12	18.38	18.38	22.05	20.07	20.07
Lane Group LOS	A	A	B	C	B	B	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.10	0.08	2.73	2.25	3.08	3.07	0.03	4.94	4.92
50th-Percentile Queue Length [ft/ln]	2.40	2.02	68.29	56.24	76.97	76.74	0.69	123.40	123.03
95th-Percentile Queue Length [veh/ln]	0.17	0.15	4.92	4.05	5.54	5.53	0.05	8.58	8.56
95th-Percentile Queue Length [ft/ln]	4.32	3.63	122.92	101.24	138.55	138.14	1.24	214.49	213.98

Movement, Approach, & Intersection Results

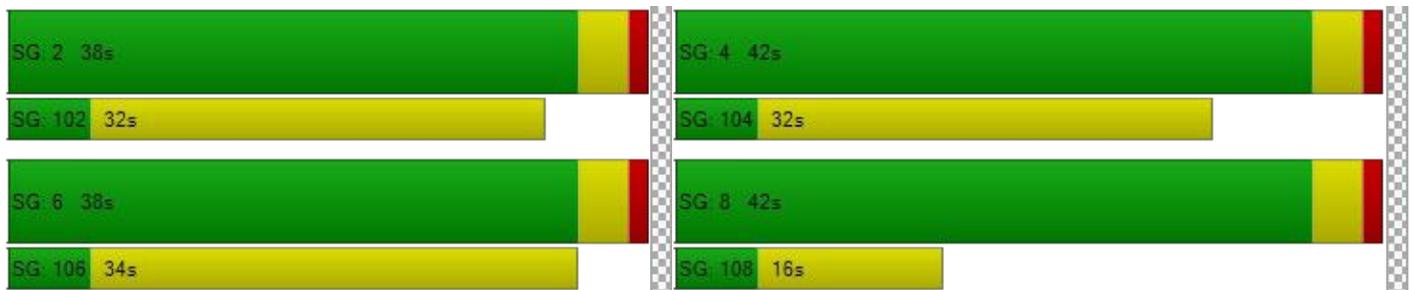
d_M, Delay for Movement [s/veh]	9.03	9.03	9.03	9.02	9.02	11.90	32.12	18.38	18.38	22.05	20.07	20.07
Movement LOS	A	A	A	A	A	B	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	9.03			11.80			21.14			20.07		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	18.92											
Intersection LOS	B											
Intersection V/C	0.397											

Other Modes

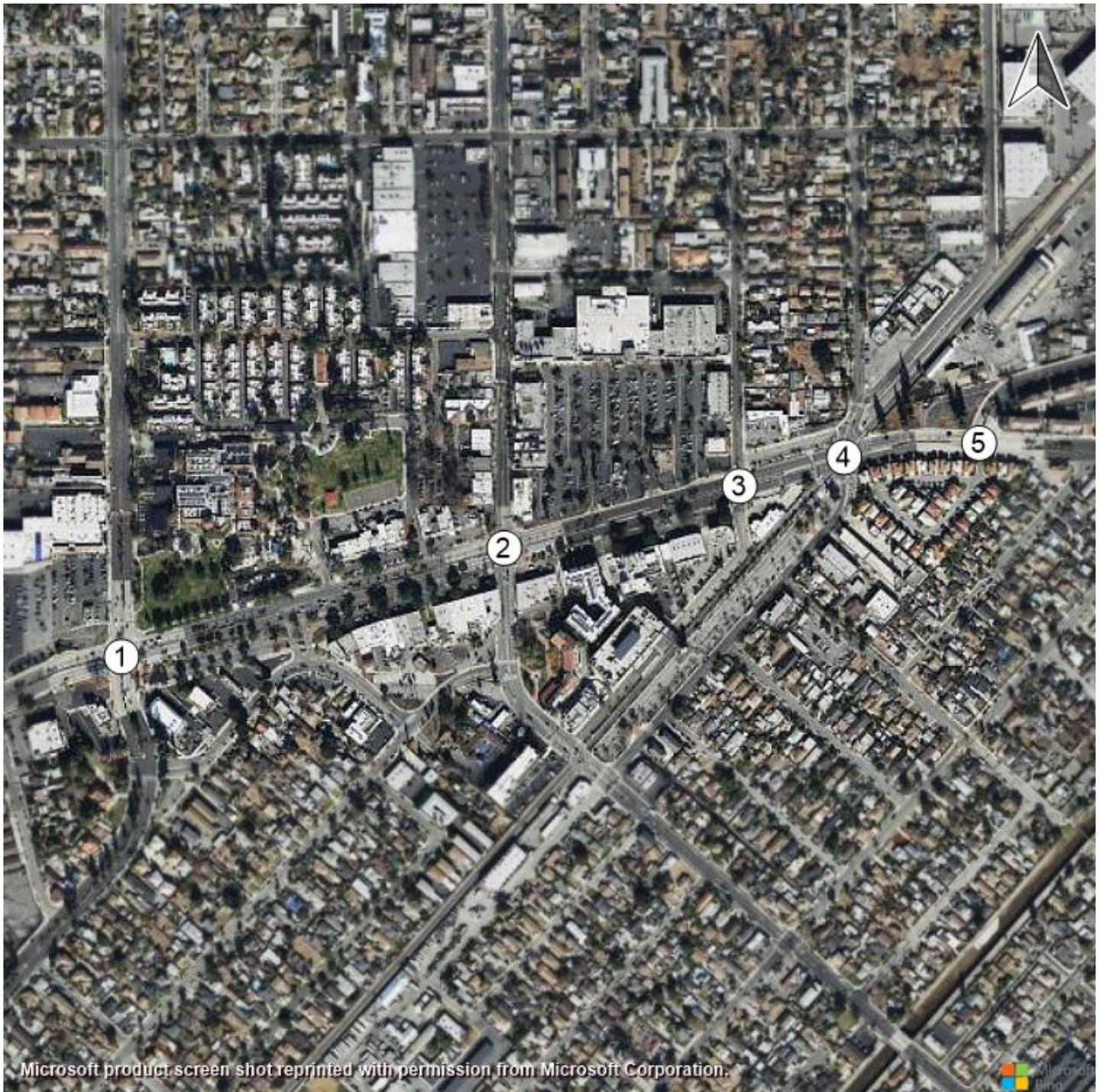
g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	31.51			31.51			31.51			31.51		
I_p,int, Pedestrian LOS Score for Intersection	1.725			2.268			2.661			2.585		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	850			850			950			950		
d_b, Bicycle Delay [s]	13.23			13.23			11.03			11.03		
I_b,int, Bicycle LOS Score for Intersection	1.579			2.035			2.060			2.153		
Bicycle LOS	A			B			B			B		

Sequence

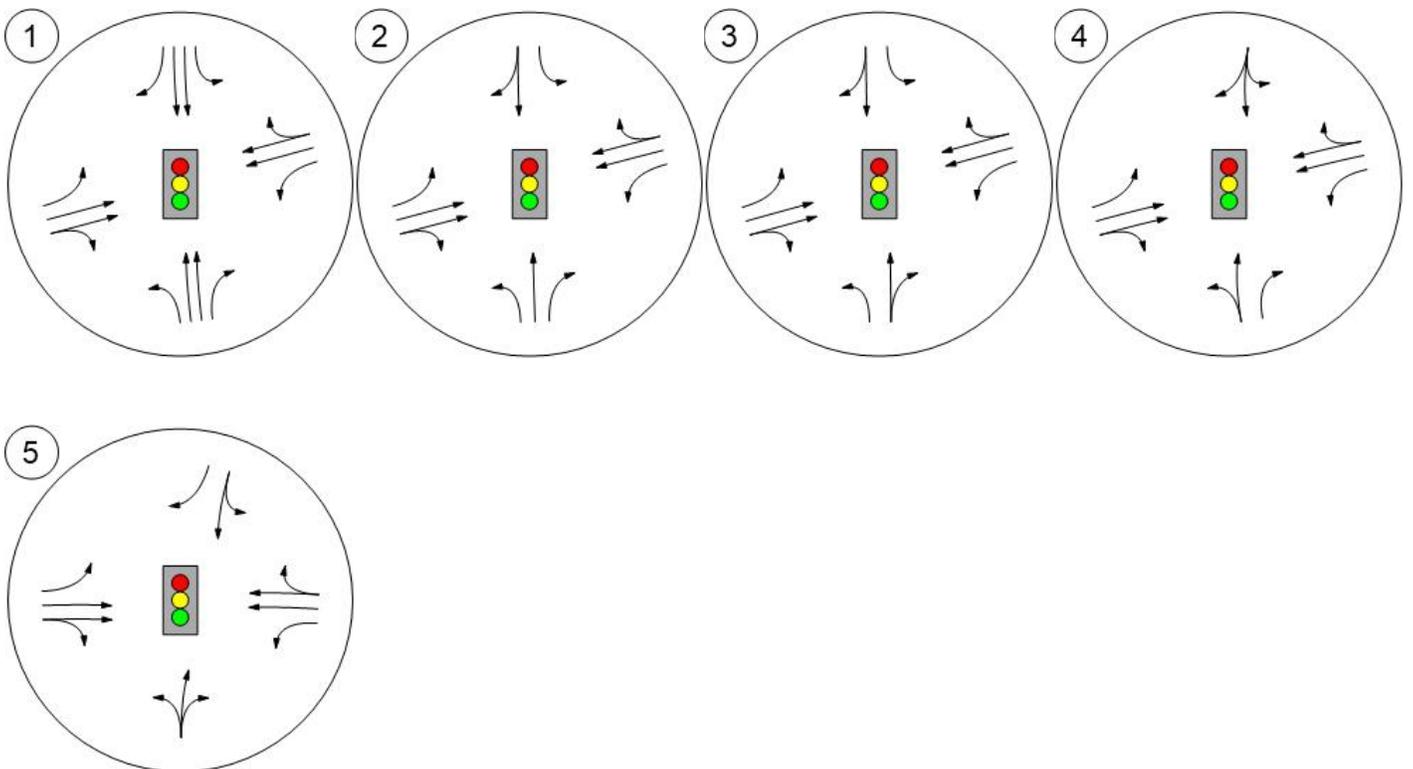
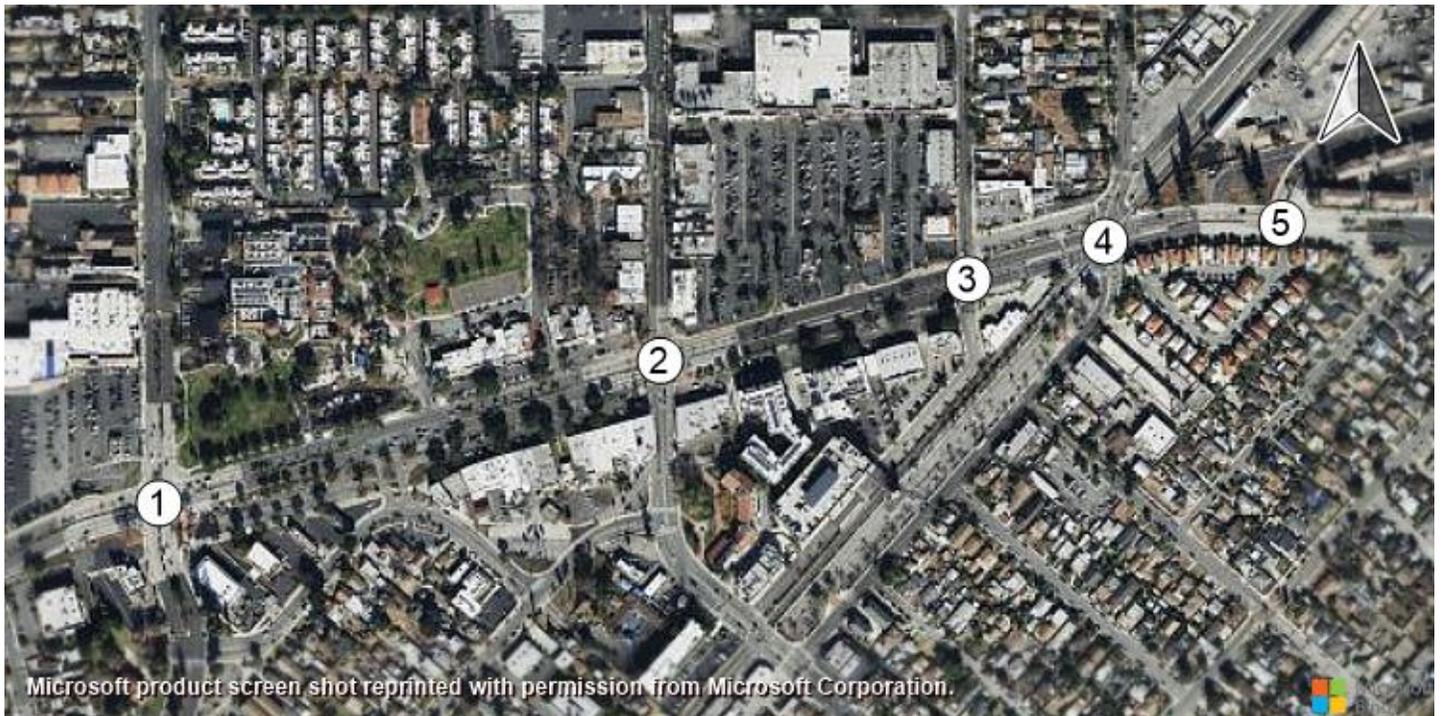
Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Study Intersections



Lane Configuration and Traffic Control



Traffic Volume - Base Volume

