

City of Morgan Hill
Development Services Department



Granada Hotel Expansion Project
Addendum

September 2022

Prepared By



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ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT

The City of Morgan Hill, California, a municipal corporation, does hereby prepare, make, declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name and Number: Granada Hotel Expansion Project (ZA2022-0004/AAE2022-0004/EA2022-0010)

Original Project: Monterey-Leal Hotel Project (UP-16-01/SR-16-01/EA-16-01)

The City of Morgan Hill, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that pursuant to CEQA Guidelines Section 15179, no substantial changes have occurred with respect to the circumstances under which the MEIR was certified, and there is no new available information, which was not known and could not have been known at the time that the MEIR was certified. The project, as identified in this Addendum, would not have a significant effect on the environment beyond that which was evaluated in the Downtown Specific Plan Master Environmental Impact Report (MEIR). This document demonstrates that neither a subsequent EIR, nor a supplement to the MEIR is required given that the proposed modifications to the approved project would not trigger the applicable criteria set forth in the CEQA Guidelines Section 15162.

This Addendum to the Downtown Specific Plan MEIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations and City of Morgan Hill environmental standards.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Morgan Hill, Development Services Department, 17575 Peak Avenue, Morgan Hill, California, 95037.

Development Service Director, City of Morgan Hill,
California, a municipal corporation

By: _____

Date: _____

**Granada Hotel Expansion Project (ZA2022-0004/AAE2022-0004)
Addendum to the Downtown Specific Plan MEIR**

File Number/Project Name: Granada Hotel Expansion Project (ZA2022-0004/AAE2022-0004/EA2022-0010)

Project Location and Surrounding Land Uses: The approximately 1.09-acre project site, identified by Assessor's Parcel Number 726-14-074, is located at 17490 Monterey Road in downtown Morgan Hill, California. The project site is generally bound by 1st Street to the north, and Monterey Road to the west. Surrounding land uses include single-family and multi-family residences to the east, the Granada Theater to the south, and commercial uses to the west and north (see Figure 1 and Figure 2). The project site is currently undergoing construction of the approved four-story, 67,940-square foot (sf) Monterey-Leal Hotel. In addition, a portion of the site is temporarily being used as an expanded outdoor dining area for the adjacent Granada Theater.

Existing Plan Designations and Zoning: The project site is located within the City of Morgan Hill Downtown Specific Plan area. The City of Morgan Hill General Plan designates the site as Mixed Use. The site is located within the Downtown Specific Plan Commercial Business District with Ground Floor Overlay. The underlying zoning is Downtown Mixed Use (MU-D).

Project Background: In November 2009, the City adopted the Morgan Hill Downtown Specific Plan which amended the Morgan Hill General Plan and the City's Zoning Ordinance for the downtown area and modified the relevant plans, policies, and design guidelines, which guide and regulate development in the area. The Downtown Specific Plan, consistent with Government Code Section 65451, included proposed changes to existing and planned land uses, circulation, parking, urban design guidelines, signage guidelines, infrastructure, and an implementation plan. A MEIR was prepared to evaluate the potential environmental effects of buildout of the Downtown Specific Plan. The MEIR includes descriptions of the physical setting of the Downtown Specific Plan area, identifies environmental impacts resulting from buildout of the Downtown Specific Plan, and identifies mitigation measures for the environmental impacts examined in the MEIR.

The City of Morgan Hill prepared an Initial Study (IS) in 2016 (hereafter referred to as the "2016 IS", see Attachment 1 to this Addendum) for the Monterey-Leal Hotel Project, which consisted of the demolition of the previously on-site buildings and parking lot, and the subsequent construction of an approximately 54.5-foot high, four-story, 67,940 square foot commercial building (see Figure 3). The building would include restaurant, retail, and hotel lobby areas on the first floor, and three floors of hotel area (60 guest rooms and hotel amenities). The Monterey-Leal Hotel Project was located within the planning area of, and consistent with, the Downtown Specific Plan. The 2016 IS was prepared in an effort to determine whether substantial changes had occurred with respect to circumstances under which the Downtown Specific Plan MEIR was certified, or whether new information which was not known at the time the MEIR was certified. The 2016 IS was determined to be consistent with the conclusions of the Downtown Specific Plan MEIR, and the Monterey-Leal Hotel Project was approved.

Project Description: The proposed project is an expansion of the Monterey-Leal Hotel Project, and would add a partial fifth floor to the hotel building, which would accommodate 11 additional guestrooms (see Figure 4, Figure 5, and Figure 6). The partial fifth floor would be located on the northern and southeastern portions of the approved hotel building, while the height of the remainder of the hotel would remain as previously approved. In addition, up to two guestrooms would be added to the third floor in-lieu of a fitness activity area, for a net total of 13 additional hotel rooms.

Figure 2
Project Boundaries Map



**Note: Project site boundaries are approximate.*

Figure 3
Approved Monterey-Leal Hotel Project Elevations



Figure 4
Proposed Building Elevations (Southwest and Northwest)



Figure 5
Proposed Building Elevations (Southeast and Northeast)



Figure 6
Proposed Fifth Floor Plan



The proposed project would also include a minor modification to the façade at the corner of Monterey and 1st Street, as well as a minor modification to the building activation and entry points on Monterey Road. The maximum allowable height of buildings in the Downtown Specific Plan is four stories or 55 feet. The proposed project would require approval of a Planned Development to increase the height requirement currently allowed by the Downtown Specific Plan to accommodate the proposed partial fifth floor with a 68.5-foot building height, not including rooftop equipment and other appurtenances. The Planned Development will allow up to 70 feet in height for the building and 85 feet for rooftop equipment, elevator shafts, or stairwells.

Project Approvals

The proposed project would require the following entitlements from the City of Morgan Hill:

- Planned Development
- Design Permit Amendment

Rationale for Preparation of the Addendum

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) The lead agency or a 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.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) 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 required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

New significant effects or other grounds require preparation of a subsequent EIR in support of further agency action on a project pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163. Under the guidelines, a subsequent or supplemental EIR or Mitigated Negative Declaration shall be prepared if any of the following criteria are met:

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Use of a Prior Environmental Document:

The California Supreme Court has held that a lead agency has the responsibility of initially deciding whether an original environmental document retains “some relevance” to the ongoing decision-making process. If it does, the lead agency moves on to determine whether the original document is adequate for CEQA purposes. The City of Morgan Hill has determined that the MEIR adopted for the Downtown Specific Plan is relevant and has prepared an addendum to that document to evaluate the proposed project.

The project site is located within Block 3 of the Downtown Specific Plan, as specified in Figure 3 of the MEIR. The MEIR states that, although buildings within the Specific Plan would be required to be four stories high or smaller, taller buildings could be constructed under a Planned Development rezoning, which could possibly be proposed on key large sites, such as Block 3. Block 3 is considered a key large site in the Downtown Specific Plan and, thus, could be developed with buildings of greater height than what would otherwise be allowed, pursuant to approval of a Planned Development rezone.¹

¹ City of Morgan Hill. *Morgan Hill Downtown Specific Plan Draft Master Environmental Impact Report* [pg. 195]. July 2009.

Based on the above, in accordance with Sections 15162 through 15164 of the CEQA Guidelines, the proposed hotel expansion would not require major revisions of the Downtown Specific Plan MEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The analysis that follows concludes that none of the conditions identified in CEQA Guidelines Sections 15162 and 15163 apply to the proposed project. Thus, preparation of an addendum would provide the appropriate level of environmental review.

In cases where an approved project has already undergone environmental review, and the environmental document has been certified by the lead agency, the lead agency can restrict its review to the incremental effects of the modified project, rather than having to reconsider the overall impacts of the project. In other words, if the project under review constitutes a modification of a previously approved project previously subjected to environmental review, then the “baseline” for purposes of CEQA is adjusted such that the originally approved project is assumed to exist.² Thus, the environmental baseline for this analysis consists of the approved Monterey-Leal Hotel Project.

Discussion

The following sections provide discussions of any potential impacts associated with the proposed project beyond those previously identified in the Downtown Specific Plan MEIR.

Aesthetics

The Downtown Specific Plan includes detailed design guidelines to ensure the development of a cohesive urban core area. The guidelines are intended to complement the existing “Main Street” commercial buildings and small-town architecture seen throughout the Downtown Core. The guidelines would maintain the pedestrian scale of the area and encourage the use of appropriate building materials to complement current development in the area.

The final site design and architectural elements of buildings within the Downtown Specific Plan boundaries are required to be reviewed by the City’s Development Services Department, and/or Planning Commission and City Council upon referral or appeal, for consistency with the design guidelines and the existing and planned visual character of the Downtown area. Conformance with the recommendations and requirements of the Design Permit would ensure that future development would not detract from the visual character and quality of the Specific Plan project area. Proposed lighting would also be reviewed to ensure that new buildings would not introduce new substantial light sources that would adversely affect nighttime views or spillover onto adjacent properties. Proposed windows in buildings would also be reviewed to confirm they would not be a substantial new source of daytime glare. Given the above, the Downtown Specific Plan MEIR determined that buildout of the Specific Plan would not substantially degrade the existing visual character of the Specific Plan project area.

The Downtown Specific Plan MEIR requires that new buildings within the Specific Plan should range from two to four stories in height, with the possibility of buildings taller than four stories under a Planned Development or a Specific Plan zoning amendment. Because the proposed

² See Michael H. Remy et al. *Guide to CEQA, 11th Edition*. Point Arena: Solano Press Books (2007), p. 207; Stephen L. Kostka and Michael H. Zischke. *Practice Under the Environmental Quality Act, Second Edition* (Vol. 1). Oakland: Continuing Education of the Bar (2018), p. 12-32; *Benton v. Board of Supervisors* (1st Dist. 1991) 226 Cal. App. 3d 1467.

project involves the construction of a fifth floor on top of a previously approved development, the project would require the approval of a Planned Development to allow the proposed increase in height.

The proposed fifth floor addition is only a partial floor. As shown in Figure 5, the fifth floor would be most visible from the northeast and southeast sides of the building. Public views of the hotel are most easily available from the project's frontages along 1st Street and Monterey Road, the northwestern and southwestern borders of the project site. As such, views from such public areas would already be dominated by the approved hotel building, and the addition of 14 feet in height, located on the opposite side of the building from the most available public viewpoints, would not substantially change the overall view characteristics from what is already anticipated. In addition, the architecture of the building would complement the downtown area, as the approved hotel building would use wood, brick veneer, stucco, and colors that are used in other buildings and suggested in the Downtown Specific Plan guidelines.

Although the Downtown Specific Plan MEIR identifies Nob Hill and El Toro Mountain as valued local landmarks, the MEIR also acknowledges that such views are not only already interrupted by existing development, but are not easily visible from Block 3, in which the proposed project is located.³ Therefore, the proposed project would not cause a new or more severe environmental impact to aesthetic resources beyond the scope of what was analyzed in the Downtown Specific Plan MEIR.

Air Quality

The City of Morgan Hill is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM_{2.5}), and State respirable particulate matter 10 microns in diameter (PM₁₀) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM_{2.5} federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation. The USEPA has not yet approved a request for redesignation of the SFBAAB; therefore, the SFBAAB remains in nonattainment for 24-hour PM_{2.5}.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with the applicable air quality plan. Thus, by exceeding the BAAQMD's emission thresholds for construction or operational emissions, a project

³ City of Morgan Hill. *Morgan Hill Downtown Specific Plan Draft Master Environmental Impact Report* [pg. 195]. July 2009.

would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Under Impact AQ-2, the Downtown Specific Plan MEIR determined that buildout of the Specific Plan would result in air quality emissions that would exceed the BAAQMD's thresholds of significance even with the implementation of the mitigation measures required therein. As a result, the impact was determined to be significant and unavoidable.

The 2016 IS prepared for the previously approved project noted that the Monterey-Leal Hotel Project is within the development projections outlined in the Downtown Specific Plan and evaluated in the associated MEIR. Therefore, with implementation of the mitigation measures set forth in the Downtown Specific Plan MEIR, the Monterey-Leal Hotel Project would result in less-than-significant impacts related to air quality.

In order to determine the change in criteria pollutant emissions that would occur with implementation of the proposed project, construction-related and operational emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software for both the previously approved project and the currently proposed project.

Table 1 presents the maximum unmitigated construction emissions associated with the approved project in comparison to the maximum unmitigated construction emissions associated with the proposed project.

Table 1				
Maximum Unmitigated Construction Emissions (lbs/day)				
	ROG	NO_x	PM₁₀[*]	PM_{2.5}[*]
Approved Project	5.37	14.76	0.68	0.64
Proposed Project	5.78	14.76	0.68	0.64
<i>Net Increase</i>	<i>+0.41</i>	<i>+0.00</i>	<i>+0.00</i>	<i>+0.00</i>
Threshold of Significance	54	54	82	54
Exceeds Threshold?	NO	NO	NO	NO
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions. <i>Source: CalEEMod, August 2022 (see Attachment 2).</i>				

As presented in Table 1, the net increase in construction-related emissions would be well below the applicable thresholds of significance for all criteria pollutants. Therefore, the proposed project would not result in any new or more severe significant impacts related to construction criteria pollutant emissions from what was previously analyzed in the 2009 MEIR.

Table 2 presents the maximum unmitigated operational emissions associated with the approved project in comparison to the maximum unmitigated operational emissions associated with the proposed project.

Table 2 Maximum Unmitigated Operational Emissions								
	ROG		NO _x		PM ₁₀ *		PM _{2.5} *	
	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr
Approved Project	2.93	0.50	1.98	0.34	0.07	0.01	0.07	0.01
Proposed Project	3.38	0.58	2.33	0.40	0.08	0.02	0.08	0.02
<i>Net Increase</i>	<i>+0.45</i>	<i>+0.08</i>	<i>+0.35</i>	<i>+0.06</i>	<i>+0.01</i>	<i>+0.01</i>	<i>+0.01</i>	<i>+0.01</i>
Threshold of Significance	54	10	54	10	82	15	54	10
Exceeds Threshold?	NO	NO	NO	NO	NO	NO	NO	NO
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions. Source: CalEEMod, August 2022 (see Attachment 2).								

As presented in Table 2, the net increase in operational emissions would be well below the applicable thresholds of significance for all criteria pollutants. Therefore, the proposed project would not result in any new or more severe significant impacts related to operational criteria pollutant emissions from what was previously analyzed in the 2009 EIR.

Based on the information presented above, the proposed project would not result in any new impacts or substantially more severe impacts related to air quality relative to what was analyzed in the 2009 MEIR.

Noise

According to the 2015 Supreme Court Case, *California Building Industry Association v. Bay Area Air Quality Management District* (Case No. S213478), “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents.” As such, because the CEQA Guidelines do not require analysis of effects of the environment on the project, including impacts of noise on future residents, or in the case of the proposed project, hotel visitors, the potential effects related to noise exposure at the proposed hotel are not considered a CEQA impact.

A major concern for noise generation in urban environments is the “urban canyon effect.” The urban canyon effect occurs when a narrow street is enclosed by tall buildings, thus increasing noise propagation. Essentially, sound within an urban canyon is reflected upon itself, creating a sound pressure level (SPL) that is uncomfortable for humans. SPL becomes most severe when the ratio between building height and street width is unbalanced in favor of building height.⁴ The hotel expansion is proposed to be 68.5 feet at the highest roof point, and is bordered by Monterey Road to the west, which is approximately 65 feet wide, and 1st street to the north, which is approximately 30 feet wide. As such, the building height to street width ratio would be approximately 1:1 for Monterey Road, and approximately 2:1 for 1st Street. Although the ratio between the proposed height and 1st Street may seem substantial, the buildings opposite the project site on 1st Street are only one floor, and buildings range from one to two floors in height across Monterey Road. In addition, as noted in the aesthetics discussion above, the project building façade along both streets would only be four stories high, with the fifth floor set back from the streets, within the eastern portion of the site. Therefore, the proposed project is unlikely to create an uncomfortable noise environment through the urban canyon effect.

⁴ Acta Acustica. *Effect of Height-to-Width Ratio on the Sound Propagation in Urban Streets*. February 2015.

Based on intersection turning movement data contained in the Downtown Specific Plan traffic study, additional traffic resulting from the Downtown Specific Plan would not significantly increase noise levels in and around the Specific Plan project area.⁵ Traffic noise levels along the major routes are anticipated to increase by an average of one to two decibels (dBA) overall as a result of projected development by 2030, including projected Downtown Specific Plan development based on the traffic impact analysis assumptions. The contribution of projected Downtown Specific Plan development to these overall noise increases were found to be less than one decibel, according to the Downtown Specific Plan MEIR.

Based upon the Institute of Transportation Engineers Trip Generation Manual, 11th Edition, the additional 13 hotel rooms that would result from buildout of the proposed project would generate approximately 104 new total daily trips, with a rate of 7.99 trips generated per room.⁶ It is reasonable to assume that such a small increase would not result in a significant traffic noise increase beyond what was previously anticipated in the Downtown Specific Plan MEIR.

With regard to construction noise, the Downtown Specific Plan MEIR determined that impacts related to construction and operational noise and vibration from buildout of the Downtown Specific Plan on nearby receptors would be less than significant, with the incorporation of Mitigation Measures SM NV-2 and MM NV-5.1. SM NV-2 requires that construction activities be limited to the hours between 7:00 AM and 8:00 PM, Monday through Friday, between the hours of 9:00 AM and 6:00 PM on Saturdays, and prohibited on Sundays and federal holidays. MM NV-5.1 requires the use of mufflers and acoustically shielded construction equipment.

The proposed project is an expansion upon the previously approved project, and would therefore result in similar construction and operational noise and vibration levels as what has already been anticipated for and occurred upon the site, but for a shorter duration. Thus, with the implementation of Mitigation Measures SM NV-2 and MM NV-5.1, impacts related to construction noise would be less than significant, and new or more severe significant impacts would not occur.

Transportation and Circulation

The 2016 Downtown Specific Plan MEIR analyzed traffic impacts with regard to level of service (LOS). The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of

⁵ City of Morgan Hill. *Morgan Hill Downtown Specific Plan Draft Master Environmental Impact Report* [pg. 123]. July 2009.

⁶ Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. September 2021.

automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." As a result, the foregoing analysis is focused on vehicle miles traveled (VMT).

Pursuant to Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. The City of Morgan Hill is undertaking a process of updating its General Plan policies to incorporate VMT methodologies and significance thresholds to be consistent with SB 743 but has not yet released draft thresholds. In the absence of an adopted or draft City policy with numeric thresholds, the VMT assessment relies on The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the OPR.⁷ The OPR recommendations include the screening thresholds criteria listed below:

- Office or residential projects not exceeding a level of 15 percent below existing VMT per capita may indicate a less-than-significant impact on VMT;
- Projects (including office, residential, retail, and mixed-use developments) proposed within half a mile of an existing major transit stop or within a quarter of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact;
- 100 percent affordable residential development in infill locations may be presumed to have a less-than-significant impact on VMT;
- Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact; and
- Local-serving retail developments (considered to be less than 50,000 sf in size) may be assumed to cause a less-than-significant impact on VMT.

As mentioned above in the Noise discussion of this document, based on the CalEEMod modeling conducted for this analysis, the proposed addition of 13 hotel rooms is anticipated to generate approximately 104 new daily trips. Therefore, based on OPR's VMT screening thresholds criteria, the proposed project may be assumed to cause a less-than-significant impact related to VMT. Accordingly, and the proposed project would not cause a new or severely increased impact beyond what was analyzed in the Downtown Specific Plan MEIR with regards to transportation.

In addition, the OPR Technical Advisory does not specifically address hotel or visitor-based uses, indicating that lead agencies may develop their own thresholds for such land use types and allowing assessment on a case-by-case basis. The proposed hotel rooms require consideration of the project's intended visitor base and where customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, a hotel alone is unlikely to draw new visitors to the City. Rather, the hotel would just redistribute where visitors stay. While larger resort hotels have the potential to generate interregional trips specifically for the purpose of visiting the hotel, hotels such as the proposed project typically do not. Similarly, because the proposed expansion would consist of a fifth floor of less than 50,000-sf, the OPR Technical Advisory generally considers the proposed project to be a local-serving commercial use, rather than regional-serving.

⁷ State of California Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

The shift in travel patterns and VMT is similar to how OPR considers retail uses, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact because the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and adding new retail uses to the urban fabric often reduces the distances (i.e., the “miles” in VMT) that people need to drive on shopping trips. For example, the City of San Jose has chosen to apply the same methodology for retail to hotel uses, where small- to mid-sized hotels and other lodging uses can be expected to alter local travel patterns rather than generate new VMT, and, thus, can generally be presumed to have a less-than-significant transportation-related VMT impact. The proposed expansion would consist of adding a fifth floor to an approved hotel use and would involve an addition of less than 50,000-sf, which, based on OPR’s VMT screening thresholds for local-serving retail developments, may be assumed to cause a less-than-significant impact on VMT.

Remaining Environmental Resource Areas

The Downtown Specific Plan MEIR previously considered development of the project site with mixed uses, pursuant to the project site’s land use designations. The 2016 IS found that the then-proposed four-story, 67,940-sf commercial building was within the scope of development for the site in the Downtown Specific Plan MEIR. Because the proposed project would consist of a vertical alteration to the approved project, but not to the building footprint or project area, the area of disturbance would remain the same as what was anticipated in the Downtown Specific Plan MEIR. Therefore, impacts related to geology and soils and biological resources would be the same as what was previously analyzed.

Impacts to cultural and tribal cultural resources are anticipated to remain the same because the area of ground disturbance is identical to the original project. If cultural resources were to be found during project ground-disturbing activities, a potentially significant impact could occur. Implementation of Downtown Specific Plan MEIR Mitigation Measures SM CULT-2 and SM CULT-3 would reduce all such impacts to a less-than-significant level. Both measures would apply to the proposed project. Therefore, impacts related to cultural and tribal cultural resources from implementation of the proposed project would be identical to the impacts resulting from implementation of the original project.

Development of the proposed project would involve the creation of impervious surfaces. However, as noted previously, the proposed project is an expansion of an approved project, and the Downtown Specific Plan MEIR analyzed impacts associated with the addition of impervious surfaces throughout the Downtown Specific Plan area. Although the proposed project would add a fifth floor to the hotel, the overall roof area would not be substantially altered. The Downtown Specific Plan MEIR determined that through implementation of Mitigation Measures SM HYDRO-1 through SM HYDRO-8, impacts to hydrology and water quality would be less-than-significant. The proposed project also remains subject to the stormwater requirements set forth by the City and State. As such, impacts to stormwater runoff and water quality would be within the scope of what was previously analyzed in the Downtown Specific Plan MEIR.

Some environmental impact areas are a function of population, including public services, utilities and service systems, recreation, and population and housing. For example, if fewer individuals occupy a project site, the project is expected to exert less demand on utilities such as water and sewer. Although the proposed project would involve the development of 13 new hotel rooms, such an increase in population would not be considered significant in the context of the City or the Downtown Specific Plan area. In addition, occupants of such rooms would not be permanent

residents. Thus, impacts to the aforementioned areas would be within the scope of what was previously analyzed in the Downtown Specific Plan MEIR.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, the proposed project would not result in any new significant information of substantial importance, new significant impacts, an increase in the severity of previously identified significant impacts, or new mitigation measures, from what was analyzed in the Downtown Specific Plan MEIR. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

Based on the above analysis, this Addendum to the previously certified MEIR for the Downtown Specific Plan project has been prepared.

ATTACHMENT 1
2016 INITIAL STUDY

Monterey – Leal Hotel Initial Study
April 2016

Prepared by M-Group
For City of Morgan Hill

Monterey-Leal Hotel Project

PROJECT DESCRIPTION AND BACKGROUND

Table 1:
Project Summary

Project Title:	Monterey-Leal: Site Review SR-16-01/Use Permit UP-16-01 & Environmental Assessment EA-16-01
Lead agency name and address:	City of Morgan Hill Community Development Department, 17575 Peak Avenue, Morgan Hill CA 95037
Contact person and phone number:	Andrew Crabtree (408) 778-6480
Project Location:	17420 – 17430 Monterey Road; southeast corner of Monterey Road and East First Street/ (APN: 726-14-030, -029, -031, -026 & -025
Project sponsor's name and address:	Frank Leal of Leal Vineyards 300 Marantha Drive Hollister, CA 95023
General plan description:	Mixed-Use
Zoning:	CBD GF (Central Business District Ground Floor)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	The project site includes five parcels (1.09 acres) at the southeast corner of Monterey Road and First Street within the Downtown. The site includes two single-story commercial buildings (9,750 & 3,795 square feet). To the rear of the building is a public parking lot with 65 parking spaces spanning between First and Second Streets. The project includes the demolition of the existing building and parking lot. In their place, the project includes the construction of a four-story 67,940 square foot commercial building with restaurant, retail and hotel lobby areas on the first floor and three floors of hotel (60 guestrooms and hotel amenities) area.

Monterey-Leal Hotel Project

	Vehicular access to the site for customers will be from Second Street where patrons would pull up into a circular driveway where hotel staff would valet their vehicle off-site. Utility access is from First Street where the solid waste/recycling and deliveries will be made.
Surrounding land uses and setting; briefly describe the project's surroundings:	The project is located within the City's Downtown. The surrounding properties have similar General Plan land use designations and Zoning classifications. Monterey Road within the Downtown includes one to two-story commercial buildings.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 15 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☒	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

Monterey-Leal Hotel Project

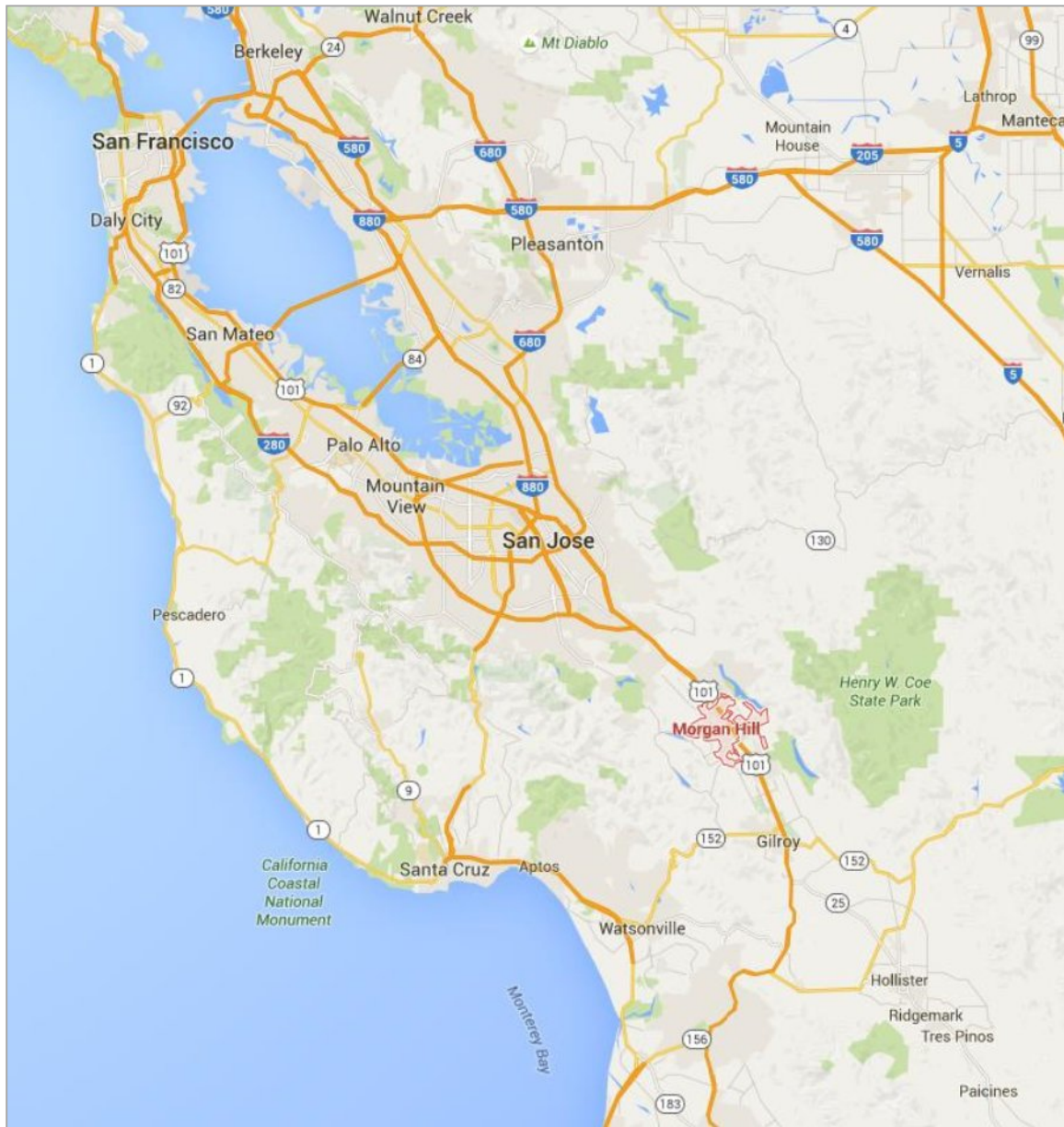
DETERMINATION:

On the basis of this initial evaluation:

☒	No substantial changes have occurred with respect to the circumstances under which the MEIR was certified, or that there is no new available information, which was not known and could have been known at the time the MEIR was certified.
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Monterey-Leal Hotel Project

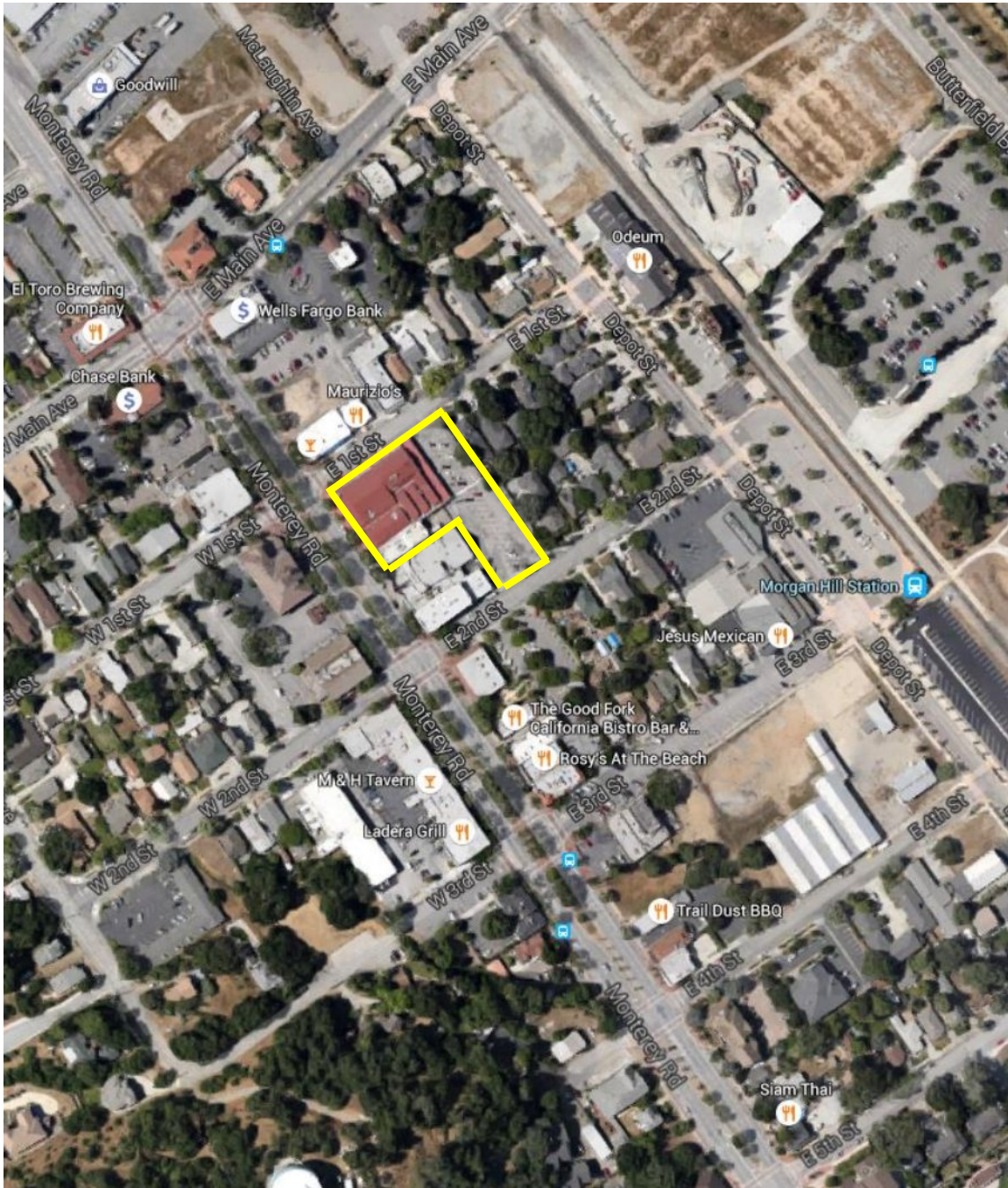
Figure 1:
Regional Map



Source: Google

Monterey-Leal Hotel Project

Figure 2:
Local Vicinity



Source: Google

Monterey-Leal Hotel Project

Figure 3:
Proposed Site Plan



Source: Granada Hotel & Mixed Use KTG 2016

Monterey-Leal Hotel Project

Figure 4:
Proposed Elevations

Source: Granada Hotel & Mixed Use KTG 2016



Monterey-Leal Hotel Project

Project Description

Location and Existing Setting

The Monterey-Leal Hotel project (project) is located within the City of Morgan Hill (City) in Santa Clara County. The project site is located within the City's Downtown (Figure 2: Local Vicinity) on Monterey Road, approximately 830 feet from the Morgan Hill Caltrain Station. The approximate 1.09 acre site is bordered by Second Street and commercial buildings to the south; Monterey Road to the west; First Street to the north and residential buildings to the east. It is currently designated Mixed Use under the City's General Plan, and zoned as Central Business District—Ground Floor (CBD GF).

Access to the site is currently provided from Monterey Road via two curb cuts (First and Second Streets). The site is comprised of five parcels (APN: 726-14-030, -029, -031, -026 & -025). The site includes two single-story commercial buildings (9,750 & 3,795 square feet). To the rear of the building is a public parking lot with 65 parking spaces spanning between First and Second Streets. The site contains limited biological habitat with no vegetation on-site. The site is well served by existing utilities and public services and is relatively at grade with Monterey Road. Other commercial and residential development are located within Downtown. A new multi-story public parking garage will open in the near future within the vicinity of the site.

Monterey – Leal Hotel Project

The proposed project would demolish the existing on-site structures and surface parking areas and construct a 67,940 square foot, four-story building and ancillary services parking area, hotel customer drop-off areas and landscaped areas. The first floor includes areas for restaurant, bars, retail, the hotel lobby, and service areas to support those spaces. The second floor includes the hotel amenity areas, banquet hall area and service areas to support those spaces. The third floor includes guestrooms and outdoor amenity area and the fourth floor includes guestrooms.

The outdoor green event space, ground level small conference and second floor meeting/banquet rooms will be used for meeting and social events for guests. The pool and outdoor living/ lounge area on third level will be available for guest use only and will be used for meeting break outs, wine and cheese hour and movie projections for guests only. There will be a small prep kitchen to service the meeting spaces, pool decks and outdoor living room/lounge while the main kitchen will service the hotel, restaurant, flower shop, market, wine bar and bar. Room service option will be available.

Table 2:
Project Components

Proposed Component Type	Square Feet
Site Area	47,582
First Floor	20,610
Second Floor	17,825
Third Floor	15,030
Fourth Floor	14,475
<i>Total Gross Floor Area</i>	<i>67,940</i>
Outdoor Amenity/Paseo/Roof Garden Areas	12,596

Monterey-Leal Hotel Project

Proposed Component Type	Square Feet
Private balconies	1,800
<i>Total open space areas</i>	<i>14,396</i>

Source: Granada Hotel & Mixed Use Plans, KTGy 2016

Commercial and hotel trash storage will be combined and receptacles will be located within the service yard at the north side of the property. Pick up will be done as needed with a minimum of three times per week. Monday, Wednesday and Friday between 7-8am.

Access and Parking

The project would eliminate one driveway cut and no on-site parking would be provided. There will be a fair amount of deliveries due to the onsite food and beverage operations on site. Deliveries to the hotel, restaurant and Hotel Kitchen will be routed through the service yard along the northwest side of the property off of First Street. Deliveries to the flower shop, market and bar will be routed to yellow zones along Monterey Boulevard in front of building then transferred to commercial spaces. The vehicular access from Second Street is for hotel customers to drop off and have their vehicle valet parked off-site. The site would include multiple entries for pedestrians from the sidewalk along Monterey Road and Second Street.

Site Preparation

The project consists of removal of the existing building and structures, grading and other earthwork to achieve desired elevations.

Project Construction Access

No construction access plan was submitted at this time, however, the project could take access from Monterey Road, First or Second Streets. The applicant would be required to submit a traffic control plan to the City.

Construction haul routes

Leaving the site: North on Monterey to First or Second Streets (East) to Depot (North) to East Main Street (East) to Butterfield Boulevard (South) to East Dunne (East) to Highway 101]

Coming to the site: Highway 101 to East Dunne (West) to Monterey (North) to the site. Based on the grading and demolition plans there would be limited hauling.

Staging

During constructional staging activities will be onsite as much as the site restrictions allows. Contractor will make use to the first level concrete podium construction with staging both above and below the elevated slab. Should off-site staging be required, contractor to plan to work a deal with any empty site immediately adjacent to the site. The application would be required to apply for any applicable encroachment permits, and submit any traffic control plans that may be necessary.

Schedule

Construction would occur entirely in one phase and be completed between 18 months.

Monterey-Leal Hotel Project

Construction Equipment

No construction equipment schedule was submitted at this time, however, typical construction equipment include back-hoe, grader, excavator, dozer, skid steer loader amongst others. Given the small site, it is not expected that larger equipment would be necessary.

Landscaping

There are no on-site trees or vegetation. The project proposes to plant a coast live oak tree in the roundabout where customer vehicles would enter the property. Other plantings include Smoke Tree, Olive, western red-bud, and pomegranate trees. Other various groundcover and flowering shrubs to accent the site are proposed (refer to the project plans).

City's Standard Conditions of Approval

Appropriate City Standard Conditions of Approval are incorporated into projects as conditions of approval regardless of a project's environmental determination. As applicable, the Standard Conditions of Approval are adopted as requirements for an individual project when it is approved by the City and are designed to substantially mitigate environmental effects.

In reviewing project applications, the City determines which Standard Conditions of Approval are applied, based upon zoning district, type of permit/approval required for the project, and specific project characteristics.

The Standard Conditions of Approval incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Morgan Hill Municipal Code which include ordinances governing tree removals, grading, building, and construction, California Building Code, and Uniform Fire Code, et al.), which have been found to substantially mitigate environmental effects.

Standard and Mitigation Measures

As indicated within the Master EIR, measures that are required by law or are City standard conditions of approval are categorized at "Standard Measures." "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

Where applicable standard and mitigation measures are applied to the project.

Project Entitlements

The project would require the following entitlements:

- Site and Architectural Review for project design.
- Conditional Use Permit for the hotel use
- Lot Merger to combine the lots into one.
- Encroachment Permit

Monterey-Leal Hotel Project

Intended Use of Downtown Specific Plan Master EIR

The CEQA Guidelines identify a Master EIR as an alternative to preparing a project EIR, staged EIR, or program EIR for certain projects which will form the basis for later decision making. The Downtown Specific Plan Master EIR (Master EIR) is intended to identify the impacts of the Downtown Specific Plan in order to streamline the later environmental review of projects and approvals required to implement the plan. The Master EIR includes all available information with regard to the kind, size, intensity, and location of subsequent projects envisioned under the Downtown Specific Plan, per CEQA Guidelines Section 15176(b). The Master EIR was certified in November 2009, and subsequent projects consistent with the Downtown Specific Plan (including later site-specific approvals) may rely on the analysis contained in the Master EIR, per CEQA Guidelines Section 15176(d).

At the time subsequent development projects are proposed within the Downtown Specific Plan project area only limited environmental review will be required. Neither a new environmental document, such as an EIR, nor the preparation of EIR findings per CEQA Guidelines Section 15091 shall be required of a subsequent project when the Lead Agency (City of Morgan Hill) determines the following, pursuant to CEQA Guidelines Section 15177(b):

- The subsequent project was described in the Master EIR and, through the preparation of an Initial Study, is not found to cause any additional significant effect on the environment which was not previously examined in the Master EIR.
- On the basis of written findings, no additional significant environmental effect will result from the proposal, no new additional mitigation measures or alternatives may be required and the project is within the scope of the Master EIR.

Since the Master EIR was certified more than five years ago, an additional finding is required by the Lead Agency:

- Finds that no substantial changes have occurred with respect to the circumstances under which the Master EIR was certified or that no new information, which was not known and could not have been known at the time that the Master EIR was certified as complete, has become available.

The checklist of this document will analyze whether the project includes potentially significant impacts and is inconsistent with the MEIR, thus requiring a subsequent environmental document; requires mitigation, which were identified as part of the Master EIR; has a less than significant impact; or no impact.

Downtown Specific Plan Master EIR Assumptions

Development Projections

The purpose of the development projections is to identify the likely development that might reasonably be assumed to occur by the 2015 and 2030 timeframes in order to provide CEQA clearance for future projects developed consistent with the Specific Plan. The Master EIR, including the water supply assessment and parking analysis for the Master EIR, analyzed the impacts of the implementation of the Downtown Specific Plan based on the identified likely development projections for the Specific Plan project area (Blocks 1-20) shown in Table 2

Monterey-Leal Hotel Project

(Originally 2.1-2 of the Master EIR). The traffic impact analysis was based on an amount of development closer to buildout assumptions for the Specific Plan and assumes a higher redevelopment rate for the planned uses. Both the water supply assessment and the traffic impact assumptions represent conservative analyses of development impacts under the Specific Plan. The Specific Plan provides that the City will monitor actual levels of development over time, in order to ensure that the EIR analysis and mitigation measures, as adopted, remain valid for subsequent projects. It also provides for an update of the analysis, as may be required.

Projections through 2015

As shown in Table 2.1-2, the City's development projections for 2015 include approximately 21,221 square feet of new retail space, 850 residential units, and 30,157 square feet of office space within the Downtown Specific Plan project area. The projected retail development assumes replacement of approximately 38,900 square feet of existing retail space.

For the purposes of the Master EIR, development projections through 2015 would result in an increase of 21,221 square feet of retail space, 850 residential units, and 30,157 square feet of office space.

Projections 2015 to 2030

The development projections from 2015 to 2030 include approximately 72,269 square feet of additional retail space, 55,434 square feet of new office space and 342 additional new residential units within the Specific Plan project area.

Projections through 2030

The proposed Specific Plan project, including Blocks 19 and 20 and the intensification of the CC-R district, would result in a net increase of 93,490 square feet of retail space, 1,192 residential units, and 85,591 square feet of office space.

Table 2:
Development Projections

Land Use	Existing Development ¹	Development by 2015		Development by 2030	
		Net New	Total	Net New	Total
Retail	213,365 s.f.	21,221 s.f. ²	234,586 s.f.	93,490 s.f.	306,855 s.f.
Residential	201 DU	850 DU	1,051 DU	1,192 DU	1,393 DU
Office/Service	122,248 s.f.	30,157 s.f.	152,405 s.f.	85,591 s.f.	207,839 s.f.

Notes: DU = dwelling units, s.f. = square feet

¹Blocks 1-20 excluding public facilities (including schools, Community and Cultural Center, churches, social halls) and industrial.

²38,900 s.f. of retail development to be replaced on Blocks 2-4.

Actual development

To date within the Downtown Specific Plan area, approved there would be approximately 12,180 square feet of net additional commercial or office square footage. That number totaled with this project the amount of commercial square footage would be 66,872 and therefore to date,

Monterey-Leal Hotel Project

development has been within the projections described in the Master EIR. The Master EIR anticipated the extension of Butterfield Boulevard to Monterey Road, which is now complete.

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CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

I. AESTHETICS: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Have a substantial adverse effect on a scenic vista	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

As proposed, the project includes a four-story commercial building that would include retail space on the first floor, on the second floor includes amenities for hotel guests and banquet facilities, and guestrooms for a hotel are located on the upper floors. The project continues the traditional rhythm of development and include a height that is appropriate for hospitality uses. The first floor includes a restaurant with outdoor patio space. A paseo from Monterey Road leads to the lobby of the hotel.

The second floor includes an outdoor amenity area with a swimming pool. Landscaping is integrated on the ground and in areas that are open to the sky within the building. In the roundabout area, an oak tree will be planted.

The architecture of the building would complement the downtown since the building uses wood, brick veneer, stucco and colors that are used in other buildings and suggested in the Downtown Specific Plan guidelines. While the building is taller than the surrounding buildings, as required by the Downtown Specific Plan design guidelines, the upper floor is stepped back. Elevations are articulated and provide the appropriate proportions for commercial on the first floor.

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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project site is completely developed and includes no agricultural resources and is not subject to any Williamson Act contract. The project site settings have not changed since the certification of the Downtown Specific Plan Master EIR and therefore there is no impact to agricultural resources.

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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The project is within the development projections outlined in the Downtown Specific Plan and its Master EIR. As identified within the Master EIR, future projects would need to implement standard measures to ensure temporary construction activities do not have a significant impact.

SM AQ-1: In accordance with the City of Morgan Hill Standard Conditions of approval, a management plan detailing strategies for control of dust during construction of the project shall be included on all site development and grading plans. The intent of this condition is to minimize construction related disturbance of residents of the nearby or adjacent properties. [MHMC 18.48.005]

MM AQ-5.1: The Bay Area Air Quality Management District (BAAQMD) has prepared a list of feasible demolition and construction dust control measures required to reduce construction impacts to a less than significant level. The following construction practices shall be incorporated into dust mitigation plans implemented during demolition and construction phases of proposed development in the Specific Plan project area to reduce dust and exhaust emissions:

- Water active demolition areas to control dust generation during demolition of structures and break up of pavement.
- Cover all trucks hauling demolition debris from the site.
- Use dust proof chutes to load debris into trucks whenever feasible.
- Water all active construction areas at least twice daily.
- Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.

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- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

AM AQ-5.1: The following additional measures recommended by the BAAQMD to reduce engine exhaust emissions:

- Use alternative fueled construction equipment, when feasible.
- Minimize idling time (five minutes maximum).
- Maintain properly tuned equipment.
- Limit the hours of operation of heavy equipment and/or the amount of equipment in use.

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IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

The project site does not contain habitat for burrowing owls, and there is no on-site vegetation, however, there are mature trees off site that may be impacted construction of the project. The implementation of Master EIR standard measures would reduce any potential significant impact to a less than significant level.

Standard Measures: In accordance with City of Morgan Hill Municipal Code, standard significant tree removal ordinance procedures and the proposed Specific Plan design guidelines, development in the project area would be subject to the following standard measures at the time of development.

SM BIO-4: Prior to site development, the applicant shall retain the services of a certified arborist to assess all trees that may be impacted by the proposed project. The arborist will conduct a tree assessment and submit a report to the City detailing all trees subject to the *Chapter 12.32 Restrictions On Removal Of Significant Trees*. The report will include:

- Tree species and common name.

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- Size (dbh) and approximate height of tree(s).
- Current health of the tree including at a minimum: bark, foliage, structure/integrity, and roots.
- Evaluation of current health and potential impacts to future health. Recommendations for protection or removal of tree (if removal of tree is recommended, provide justification).
- Proposed mitigation and protection measures.

SM BIO-5: Native trees shall be planted to replace native trees removed unless practical reasons preclude this option, as determined by the Community Development Director. [MHMC 12.32.080(A)]

SM BIO-6: Prior to the removal of any tree or community of trees on any city or private property in the Specific Plan project area a tree removal permit would be required from the Community Development Director which would include a description of the tree replacement program and identify any additional conditions imposed by the City. Alternatively, the City's ordinance section 12.32.070(B) allows the Community Development Director to grant a tree cutting permit where utilization of the property is of greater public value than the environmental degradation caused by the action. Tree removal may also occur without a permit if the removal will take place in accordance with an approved landscape plan. [MHMC 12.32.030, 12.32.040, 12.32.060]

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V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The project includes some grading and excavation to support the construction of the project. The project will implement standard measures that would reduce potential impacts to cultural resources to a less than significant impact.

Standard Measures: In accordance with the City of Morgan Hill Municipal Code Chapter 18.75, proposals for the development or redevelopment of a site identified as archaeologically sensitive by the City's adopted archaeological sensitivity map shall be subject to the following review process and standard conditions of project approval:

SM CULT-2: If the project is not located within or adjacent to a known archaeological site, but is located within the mapped archaeologically sensitive area as adopted by the City, then the project applicant has the option to either have an archaeological survey be completed for the site to determine what, if any, conditions of approval will be required as mitigation measures; or agree to comply with the following standard conditions of approval, which shall be conclusively deemed to reduce potentially significant impacts on archaeological resources to a less than significant level (no archaeological resources report is required as part of any CEQA review of the project as long as the applicant accepts these conditions and incorporates them into the project):

- An archaeologist shall be present on-site to monitor all ground-disturbing activities. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below:

- Work at the location of the find will halt immediately within thirty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter;
- If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find;

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- If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the resource can be avoided and will detail avoidance procedures in a formal memo/letter; and
- If the resource cannot be avoided, the archaeologist shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the community development director. The action plan shall be in conformance with California Public Resources Code 21083.2.

SM CULT-3: All development projects located within an archaeological sensitivity area and/or containing known archaeological resources on-site shall also be subject to the following measures as standard conditions of project approval:

- This project may adversely impact undocumented human remains or unintentionally discover significant historic or archaeological materials. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans.
- If human remains are encountered they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.
- Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled.
- Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.
- In the event that known or suspected Native American remains are encountered or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below.
- An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time of discovery, by the Monitoring Archaeologist (typically 25-50ft for single burial or archaeological find).
- The exclusion zone shall be secured (e.g., 24 hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.
- The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
 - The City of Morgan Hill Community Development Director

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- The Contractor's Point(s) of Contact
- The Coroner of the County of Santa Clara (if human remains found)
- The Native American Heritage Commission (NAHC) in Sacramento
- The Amah Mutsun Tribal Band
- The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.
- The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD) from the Amah Mutsun Tribal Band. (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)
- Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.
- Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's community development director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out.
- If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Monterey-Leal Hotel Project

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

The project will implement the standard measures implied in the Master EIR. With the implementation of these measures, the project would have a less than significant impact.

Standard Measures: In accordance with the City of Morgan Hill standards, development in the Specific Plan project area shall implement the following measures to reduce and/or avoid soil hazards and substantial erosion impacts:

SM GEO-1: Prior to issuance of site development permits, the applicant shall provide two copies of a soils (geotechnical) engineering report prepared by a registered civil (geotechnical) engineer to the City of Morgan Hill Building Division for review and approval. The report shall include data regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading criteria for corrective measures, and opinion on adequacy for the intended use of sites to be developed by the proposed grading as affected by soils engineering factors, including the stability of slopes, per Uniform Building Code (UBC) Appendix Chapter 70.

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The report shall also include soil classification and foundation investigation as required by UBC Chapter 29 (UBC Appendix Chapter 33).

SM GEO-2: The project shall implement standard grading and best management practices, including but not limited to, street sweeping, fiber rolls, inlet protection, stockpile covering or watering, covering of trucks, and/or replanting of vegetation, to prevent substantial erosion and siltation during development of the site.

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VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The project is within the development projections identified within the Downtown Specific Plan and the Master EIR. Therefore, the impact would continue to be a less than significant.

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VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

The existing building on-site was constructed in 1950 and therefore may contain lead-based paint, and asbestos containing materials (ACMs). Implementation of standard measures identified in the Master EIR would reduce the potential impact to less than significant.

Standard Measures: Development in the Specific Plan area is required to conform to the following regulatory programs to reduce impacts due to the presence of ACMs and/or lead-based paint to a less than significant level:

SM HM-1: As appropriate, a lead survey of painted surfaces and soil around buildings on parcels proposed for redevelopment shall be performed prior to demolition. Requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1 would be followed during demolition activities, including employee training, employee air monitoring and dust control. Any debris or

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soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed.

SM HM-2: All potentially friable ACMs shall be removed in accordance with the NESHAP guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities shall be undertaken in accordance with OSHA standards contained in Title 8 of the CCR, Section 1529, to protect workers from exposure to asbestos. Specific measures could include air monitoring during demolition and the use of vacuum extraction for asbestos-containing materials.

SM HM-3: A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.

SM HM-4: Materials containing more than one (1) percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Removal of materials containing more than one (1) percent asbestos shall be completed in accordance with BAAQMD requirements.

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IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☒	☐

The project is subject to the City's water quality regulations. The project includes a storm water management plan to address storm water runoff. The project is within the development projections identified in the Downtown Specific Plan and Master EIR. The implementation of the applicable standard measures will ensure that any potential impacts are reduced to a level of less than significant.

Drainage

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Standard Measures: In accordance with City of Morgan Hill standards, development in the Specific Plan area shall implement the following measures to avoid impacts to the City's storm drainage system.

SM HYDRO-1: In accordance with Morgan Hill Municipal Code Chapter 17.32, Improvement and Improvement Agreements, a complete storm drainage study of the proposed development must be submitted showing amount of runoff, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the Director of Public Works. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted.

SM HYDRO-2: In accordance with Morgan Hill Municipal Code Chapter 17.32, Improvement and Improvement Agreements, the applicant of development proposed under the Specific Plan shall cause the design and construction to be undertaken for a storm drainage collection system shown on the tentative map or site development plan. All storm drain improvements shall be constructed to the satisfaction of the Director of Public Works.

SM HYDRO-3: In accordance with Morgan Hill Municipal Code Chapter 17.32, Improvements and Improvement Agreements, proposed collection system in the project area shall be designed to be capable of handling runoff without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity; whereas, on-site retention facilities shall be designed to a 100-year storm capacity. Off-site detention and retention facilities may also be proposed, and are subject to the approval of the Director of Public Works. Items of construction shall include, but not be limited to installation of storm line extensions and surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals.

SM HYDRO-4: Future development will be required to pay the City of Morgan Hill Storm Drainage Impact fee in accordance with Chapter 3.56 of the Morgan Hill Municipal Code. The fees established by this chapter are based on the costs required for new facilities and other capital acquisition costs to serve new development.

Flooding

Standard Measures: In accordance with City of Morgan Hill standards, development in the Specific Plan area shall implement the following measures to reduce and/or avoid flooding impacts:

SM HYDRO-5: Development in the project area shall comply with Morgan Hill Municipal Code Chapter 18.42, the Flood Damage Prevention Ordinance, which requires new residential construction to elevate habitable spaces one foot above anticipated flood levels, non-residential construction to be flood proofed, and subgrade floors to withstand hydrostatic flood forces.

SM HYDRO-6: Development proposed in the project area would prepare and submit a Storm Drainage Study to the Director of Public Works for review and approval. The study would include calculations to determine detention and operations and demonstrate how the runoff rate from the proposed development would be less than or equal to existing conditions, or how off-site facilities would be used.

Water Quality

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Standard Measures: In accordance with City of Morgan Hill standards, development in the Specific Plan area shall implement the following measure to avoid construction phase and post-construction water quality impacts:

SM HYDRO-7: Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works.

- Storm drain calculations to determine detention pond sizing and operations.
- Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
- Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control.

SM HYDRO-8: As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification (WDID) number to the construction site will be issued after the SWRCB receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. SWPPP shall be made a part of the improvement plans.

Monterey-Leal Hotel Project

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

The project is consistent with the Downtown Specific Plan development standards. Future operators of the restaurants may want to provide a full range of alcoholic beverage service. That request would require the approval of a Conditional Use Permit from the City's Planning Commission.

The project proposes commercial uses within the Downtown area, which is consistent with the Specific Plan. The project would continue to be consistent with the Design Guidelines of the Downtown Specific Plan, including constructing service areas away from public view.

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XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The site setting has not changed since the certification of the Master EIR and therefore there would be no impact.

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XII. NOISE: Would the project result in:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The project proposes commercial development with no residential uses on-site, while there are adjacent uses that are residential. There may be temporary noise impacts associated with construction activities. As identified in the Master EIR, construction projects with a duration of less than a year typically do not have significant impacts, however, projects with construction exceeding one year may have significant impacts unless mitigation is implemented. The project is a project with a longer construction duration that fits the description identified in the Master EIR. The implementation of standard measures and construction mitigation measures would ensure that impacts are less than significant.

Standard Measures: The following standard measure will reduce potential construction related noise impacts to nearby sensitive receptors:

SM NV-2: Construction activities shall be limited to the hours between 7:00 a.m. and 8:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities should occur on Sundays or federal holidays (Consistent with Section 8.28.040 of the Morgan Hill Municipal Code).

Construction Noise *Mitigation Measures*

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MM NV-5.1: The following mitigation measures shall be implemented, as conditions of approval, in addition to construction hour limitations in the Morgan Hill Municipal Code, to reduce potential construction related noise impacts to nearby sensitive receptors:

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment (e.g. rock crushers, compressors) as far as possible from adjacent residential receivers.
- Acoustically shield stationary equipment located near residential receivers with temporary noise barriers or recycled demolition materials.
- Utilize “quiet” air compressors and other stationery noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem.

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XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

The Master EIR identified that by 2030, the Specific Plan area would include an additional 1,192 residential units and 1,577 additional employees.

The project proposes the construction of a four-story commercial and hotel building totaling 67,940 square feet, which is a net of 58,190 square feet. Approximately 8,481 square feet is for restaurant area, 6,197 square feet is for the commercial area and 36,427 square feet is for the hotel area. Circulation and common areas were excluded. Based on square footage and the US Green Building Council for employees per square foot¹, the proposed restaurant uses would employ 63 people, the commercial areas would employ 11 people and the hotel would employ 32 people. No residential units are proposed. The total for this project (106 employees) and other approved projects (100 employees) are within the employment projections and therefore the project would have less than significant impact.

¹ USGBC. Building Area per Employee by Business Type.

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwi88t6Pu7vJAhVBzWMKHTchCFEQFggdMAA&url=http%3A%2F%2Fwww.usgbc.org%2FDocs%2FArchive%2FGeneral%2FDocs4111.pdf&usq=AFQjCNHi969PWIS_W0NeeCtN39LBjtcoqA Accessed: December 1, 2015

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XIV. PUBLIC SERVICES:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

The project is within the Development Projections identified in the Downtown Specific Plan and the Master EIR.

Implementation of standard measures identified in the Master EIR will ensure that the project has a less than significant impact.

Fire Protection

Standard Measures: In accordance with City of Morgan Hill standard conditions, development in the Specific Plan project area shall implement the following measures:

SM PS-1: Development and roadway modifications proposed under the Specific Plan will be subject to SCCFD review to ensure building compliance with the Uniform Fire Code and roadway widths/configurations allow for fire truck access to buildings and adequate response times to the project area.

Schools

Standard Measures: In accordance with City of Morgan Hill standards, development in the Specific Plan area shall implement the following measures to avoid impacts to the Morgan Hill Unified School District.

SM PS-2: State Law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. The school impact fees implementation of measures specified in Government Code 65996 would be used to offset project-related increases in student

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enrollment. Residential development proposed under the Specific Plan would be required to comply with the school impact fee requirements of the Morgan Hill Unified School District.

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XV. RECREATION:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The project includes the construction and operation of commercial buildings. No residential development is included with the project. Therefore, there would be no impacts to recreation.

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XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

The project is within the Downtown Specific Plan and Master EIR development projections. The Master EIR identified Significant and unavoidable impacts for transportation. The City of Morgan Hill continues to monitor traffic conditions at Main Avenue and Depot Street (MM TRANS-5.1/MM TRANS-5a.1), Main Avenue and Hale Avenue (MM TRANS-6a.1) and Main Avenue and Butterfield Boulevard (MM TRANS-8a.1) as specified in the Master EIR.

The Specific Plan does not require parking commercial uses. While parking spaces will be eliminated on-site, the project proposes valet parking for customers and having employees park away from the site. The project also proposes that employees travel by bicycle. The City recently completed a Downtown Parking study that identified available parking, future demand and peak parking periods throughout the week. Within the vicinity there is available parking on street and off-street. The City's public parking garage will open soon providing 271 stalls for the downtown area. The project indicates receiver sites for the valet parking program.

In addition, the project is within a quarter-mile of the Morgan Hill Caltrain Station. In accordance with CEQA Section 21099 (adopted subsequent to the certification of the Master EIR), projects within a transit area will not have significant impacts to aesthetics and parking.

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XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

The project is within the development projections outlined in the Downtown Specific Plan and Master EIR. The implementation of standard measures will ensure that the project would have less than significant impacts.

Storm Drainage System

Specific Plan area shall implement the following measures to avoid impacts to the City's storm drainage system.

Standard Measures: In accordance with City of Morgan Hill standards, development in the Specific Plan area shall implement the following measures to avoid impacts to the City's storm drainage system.

SM UTIL-3: In accordance with Morgan Hill Municipal Code Chapter 17.32, a complete storm drainage study of the proposed development must be submitted showing amount of runoff, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the Director of Public Works. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted.

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SM UTIL-4: In accordance with Morgan Hill Municipal Code Chapter 17.32, the applicant for development proposed under the Specific Plan shall cause the design and construction to be undertaken for a storm drainage collection system shown on the tentative map or site development plan. All storm drain improvements shall be constructed to the satisfaction of the Director of Public Works.

SM UTIL-5: In accordance with Morgan Hill Municipal Code Chapter 17.32, proposed collection system systems in the project area shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity; whereas, on-site retention facilities shall be designed to a 100-year storm capacity. Off-site detention and retention facilities may also be proposed, and are subject to the approval of the Director of Public Works. Items of construction shall include, but not be limited to Installation of storm line extensions and surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals.

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact and Inconsistent with MEIR	Less Than Significant with Mitigation identified in the MEIR	Less Than Significant Impact Consistent with MEIR	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

The project proposed development is within the development projections identified in the Downtown Specific Plan and Master EIR. The project site is completely developed. The project is within an area that includes existing infrastructure. The City of Morgan Hill will continue to implement the City's Capital Improvement Program, Water Master Plan and Sanitary Sewer Master Plan.

Furthermore, the project is subject to standard measures and mitigation measures contained herein that would reduce impacts to less than significant.

ATTACHMENT 2

AIR QUALITY AND GREENHOUSE GAS MODELING RESULTS

Granada Hotel - Approved Project - Bay Area AQMD Air District, Annual

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

Granada Hotel - Approved Project
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	60.00	Room	1.09	67,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Lot acreage and square footage updated to match site plan.
- Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.
- Demolition -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -
- Trips and VMT -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -

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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	10.00	200.00
tblLandUse	LandUseSquareFeet	87,120.00	67,940.00
tblLandUse	LotAcreage	2.00	1.09

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					
2023	0.3771	1.1642	1.2788	2.4600e-003	0.0550	0.0511	0.1061	0.0184	0.0491	0.0675	0.0000	209.8500	209.8500	0.0326	2.9800e-003	211.5530
2024	0.1785	0.3974	0.4733	9.2000e-004	0.0109	0.0160	0.0269	2.9400e-003	0.0156	0.0185	0.0000	77.6041	77.6041	0.0101	1.1400e-003	78.1944
Maximum	0.3771	1.1642	1.2788	2.4600e-003	0.0550	0.0511	0.1061	0.0184	0.0491	0.0675	0.0000	209.8500	209.8500	0.0326	2.9800e-003	211.5530

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					
2023	0.3771	1.1642	1.2788	2.4600e-003	0.0550	0.0511	0.1061	0.0184	0.0491	0.0675	0.0000	209.8498	209.8498	0.0326	2.9800e-003	211.5528
2024	0.1785	0.3974	0.4733	9.2000e-004	0.0109	0.0160	0.0269	2.9400e-003	0.0156	0.0185	0.0000	77.6040	77.6040	0.0101	1.1400e-003	78.1943
Maximum	0.3771	1.1642	1.2788	2.4600e-003	0.0550	0.0511	0.1061	0.0184	0.0491	0.0675	0.0000	209.8498	209.8498	0.0326	2.9800e-003	211.5528

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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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	0.5060	0.5060
2	8-1-2023	10-31-2023	0.6216	0.6216
3	11-1-2023	1-31-2024	0.6130	0.6130
4	2-1-2024	4-30-2024	0.3737	0.3737
		Highest	0.6216	0.6216

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Energy	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	205.7142	205.7142	0.0106	3.8300e-003	207.1202
Mobile	0.1841	0.1943	1.6104	3.1500e-003	0.3358	2.3900e-003	0.3382	0.0897	2.2300e-003	0.0919	0.0000	295.9026	295.9026	0.0213	0.0151	300.9271
Waste						0.0000	0.0000		0.0000	0.0000	6.6683	0.0000	6.6683	0.3941	0.0000	16.5203
Water						0.0000	0.0000		0.0000	0.0000	0.4829	0.8168	1.2996	0.0497	1.1900e-003	2.8965
Total	0.5010	0.3406	1.7338	4.0300e-003	0.3358	0.0135	0.3493	0.0897	0.0133	0.1030	7.1511	502.4346	509.5857	0.4757	0.0201	527.4653

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Energy	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	205.7142	205.7142	0.0106	3.8300e-003	207.1202
Mobile	0.1841	0.1943	1.6104	3.1500e-003	0.3358	2.3900e-003	0.3382	0.0897	2.2300e-003	0.0919	0.0000	295.9026	295.9026	0.0213	0.0151	300.9271
Waste						0.0000	0.0000		0.0000	0.0000	6.6683	0.0000	6.6683	0.3941	0.0000	16.5203
Water						0.0000	0.0000		0.0000	0.0000	0.4829	0.8168	1.2996	0.0497	1.1900e-003	2.8965
Total	0.5010	0.3406	1.7338	4.0300e-003	0.3358	0.0135	0.3493	0.0897	0.0133	0.1030	7.1511	502.4346	509.5857	0.4757	0.0201	527.4653

	ROG	NOx	CO	SO2	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	

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

4	Paving	Paving	6/6/2023	6/19/2023	5	10
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 101,910; Non-Residential Outdoor: 33,970; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Cranes	0		231	0.29
Paving	Forklifts	0		89	0.20
Paving	Generator Sets	0		84	0.74
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Welders	0		46	0.45
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	29.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	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 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	6.6200e-003	6.7700e-003	0.0134	1.0000e-003	6.3300e-003	7.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	4.1400e-003	9.7000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.8202	1.8202	6.0000e-005	2.9000e-004	1.9077
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	3.9000e-004	4.3700e-003	3.8500e-003	3.0000e-005	1.5500e-003	4.0000e-005	1.5800e-003	4.1000e-004	3.0000e-005	4.5000e-004	0.0000	2.6253	2.6253	8.0000e-005	3.1000e-004	2.7199

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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 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	6.6200e-003	6.7700e-003	0.0134	1.0000e-003	6.3300e-003	7.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	4.1400e-003	9.7000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.8202	1.8202	6.0000e-005	2.9000e-004	1.9077
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	3.9000e-004	4.3700e-003	3.8500e-003	3.0000e-005	1.5500e-003	4.0000e-005	1.5800e-003	4.1000e-004	3.0000e-005	4.5000e-004	0.0000	2.6253	2.6253	8.0000e-005	3.1000e-004	2.7199

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

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	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250
Total	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250
Total	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0389	0.0552	8.0000e-005		1.9200e-003	1.9200e-003		1.7700e-003	1.7700e-003	0.0000	7.2541	7.2541	2.3100e-003	0.0000	7.3119
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.9800e-003	0.0389	0.0552	8.0000e-005		1.9200e-003	1.9200e-003		1.7700e-003	1.7700e-003	0.0000	7.2541	7.2541	2.3100e-003	0.0000	7.3119

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.6000e-004	3.3300e-003	1.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.7000e-004	1.0000e-005	5.7000e-004	0.0000	0.9290	0.9290	3.0000e-005	3.0000e-005	0.9372
Total	3.8000e-004	2.6000e-004	3.3300e-003	1.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.7000e-004	1.0000e-005	5.7000e-004	0.0000	0.9290	0.9290	3.0000e-005	3.0000e-005	0.9372

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0389	0.0552	8.0000e-005		1.9200e-003	1.9200e-003		1.7700e-003	1.7700e-003	0.0000	7.2541	7.2541	2.3100e-003	0.0000	7.3118
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.9800e-003	0.0389	0.0552	8.0000e-005		1.9200e-003	1.9200e-003		1.7700e-003	1.7700e-003	0.0000	7.2541	7.2541	2.3100e-003	0.0000	7.3118

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.6000e-004	3.3300e-003	1.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.7000e-004	1.0000e-005	5.7000e-004	0.0000	0.9290	0.9290	3.0000e-005	3.0000e-005	0.9372
Total	3.8000e-004	2.6000e-004	3.3300e-003	1.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.7000e-004	1.0000e-005	5.7000e-004	0.0000	0.9290	0.9290	3.0000e-005	3.0000e-005	0.9372

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2114	126.2114	0.0214	0.0000	126.7472
Total	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2114	126.2114	0.0214	0.0000	126.7472

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1000e-004	0.0340	0.0106	1.6000e-004	5.0200e-003	2.0000e-004	5.2100e-003	1.4500e-003	1.9000e-004	1.6400e-003	0.0000	15.0909	15.0909	3.1000e-004	2.2300e-003	15.7638
Worker	5.1600e-003	3.5300e-003	0.0447	1.3000e-004	0.0159	8.0000e-005	0.0160	4.2400e-003	8.0000e-005	4.3100e-003	0.0000	12.4820	12.4820	3.6000e-004	3.4000e-004	12.5930
Total	5.9700e-003	0.0375	0.0553	2.9000e-004	0.0210	2.8000e-004	0.0212	5.6900e-003	2.7000e-004	5.9500e-003	0.0000	27.5729	27.5729	6.7000e-004	2.5700e-003	28.3568

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2112	126.2112	0.0214	0.0000	126.7470
Total	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2112	126.2112	0.0214	0.0000	126.7470

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	8.1000e-004	0.0340	0.0106	1.6000e-004	5.0200e-003	2.0000e-004	5.2100e-003	1.4500e-003	1.9000e-004	1.6400e-003	0.0000	15.0909	15.0909	3.1000e-004	2.2300e-003	15.7638
Worker	5.1600e-003	3.5300e-003	0.0447	1.3000e-004	0.0159	8.0000e-005	0.0160	4.2400e-003	8.0000e-005	4.3100e-003	0.0000	12.4820	12.4820	3.6000e-004	3.4000e-004	12.5930
Total	5.9700e-003	0.0375	0.0553	2.9000e-004	0.0210	2.8000e-004	0.0212	5.6900e-003	2.7000e-004	5.9500e-003	0.0000	27.5729	27.5729	6.7000e-004	2.5700e-003	28.3568

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

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6221
Total	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6221

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5000e-004	0.0149	4.5700e-003	7.0000e-005	2.2000e-003	9.0000e-005	2.2900e-003	6.4000e-004	8.0000e-005	7.2000e-004	0.0000	6.5194	6.5194	1.3000e-004	9.6000e-004	6.8101
Worker	2.1200e-003	1.3800e-003	0.0183	6.0000e-005	6.9900e-003	3.0000e-005	7.0200e-003	1.8600e-003	3.0000e-005	1.8900e-003	0.0000	5.3426	5.3426	1.4000e-004	1.4000e-004	5.3879
Total	2.4700e-003	0.0163	0.0229	1.3000e-004	9.1900e-003	1.2000e-004	9.3100e-003	2.5000e-003	1.1000e-004	2.6100e-003	0.0000	11.8620	11.8620	2.7000e-004	1.1000e-003	12.1980

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

3.6 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6220
Total	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6220

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	3.5000e-004	0.0149	4.5700e-003	7.0000e-005	2.2000e-003	9.0000e-005	2.2900e-003	6.4000e-004	8.0000e-005	7.2000e-004	0.0000	6.5194	6.5194	1.3000e-004	9.6000e-004	6.8101
Worker	2.1200e-003	1.3800e-003	0.0183	6.0000e-005	6.9900e-003	3.0000e-005	7.0200e-003	1.8600e-003	3.0000e-005	1.8900e-003	0.0000	5.3426	5.3426	1.4000e-004	1.4000e-004	5.3879
Total	2.4700e-003	0.0163	0.0229	1.3000e-004	9.1900e-003	1.2000e-004	9.3100e-003	2.5000e-003	1.1000e-004	2.6100e-003	0.0000	11.8620	11.8620	2.7000e-004	1.1000e-003	12.1980

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

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931
Total	0.2409	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180
Total	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180

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

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931
Total	0.2409	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931

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	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180
Total	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0641	9.0641	5.1000e-004	0.0000	9.0768
Total	0.1322	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0641	9.0641	5.1000e-004	0.0000	9.0768

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975
Total	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0640	9.0640	5.1000e-004	0.0000	9.0768
Total	0.1322	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0640	9.0640	5.1000e-004	0.0000	9.0768

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	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975
Total	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1841	0.1943	1.6104	3.1500e-003	0.3358	2.3900e-003	0.3382	0.0897	2.2300e-003	0.0919	0.0000	295.9026	295.9026	0.0213	0.0151	300.9271
Unmitigated	0.1841	0.1943	1.6104	3.1500e-003	0.3358	2.3900e-003	0.3382	0.0897	2.2300e-003	0.0919	0.0000	295.9026	295.9026	0.0213	0.0151	300.9271

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	501.60	491.40	357.00	910,990	910,990
Total	501.60	491.40	357.00	910,990	910,990

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	46.5169	46.5169	7.5300e-003	9.1000e-004	46.9769
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	46.5169	46.5169	7.5300e-003	9.1000e-004	46.9769
NaturalGas Mitigated	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434
NaturalGas Unmitigated	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434

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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	tons/yr										MT/yr					
Hotel	2.98325e+006	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434
Total		0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434

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					
Hotel	2.98325e+006	0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434
Total		0.0161	0.1462	0.1228	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	159.1973	159.1973	3.0500e-003	2.9200e-003	160.1434

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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			
Hotel	502756	46.5169	7.5300e-003	9.1000e-004	46.9769
Total		46.5169	7.5300e-003	9.1000e-004	46.9769

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	502756	46.5169	7.5300e-003	9.1000e-004	46.9769
Total		46.5169	7.5300e-003	9.1000e-004	46.9769

6.0 Area Detail**6.1 Mitigation Measures Area**

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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	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Unmitigated	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2653					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Total	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003

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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	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2653					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Total	0.3008	0.0000	5.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003

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	1.2996	0.0497	1.1900e-003	2.8965
Unmitigated	1.2996	0.0497	1.1900e-003	2.8965

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	1.52201 / 0.169112	1.2996	0.0497	1.1900e-003	2.8965
Total		1.2996	0.0497	1.1900e-003	2.8965

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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			
Hotel	1.52201 / 0.169112	1.2996	0.0497	1.1900e-003	2.8965
Total		1.2996	0.0497	1.1900e-003	2.8965

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.6683	0.3941	0.0000	16.5203
Unmitigated	6.6683	0.3941	0.0000	16.5203

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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****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	32.85	6.6683	0.3941	0.0000	16.5203
Total		6.6683	0.3941	0.0000	16.5203

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	32.85	6.6683	0.3941	0.0000	16.5203
Total		6.6683	0.3941	0.0000	16.5203

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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

Granada Hotel - Approved Project
Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	60.00	Room	1.09	67,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Lot acreage and square footage updated to match site plan.
- Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.
- Demolition -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -
- Trips and VMT -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -

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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	10.00	200.00
tblLandUse	LandUseSquareFeet	87,120.00	67,940.00
tblLandUse	LotAcreage	2.00	1.09

2.0 Emissions Summary

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.3642	14.7372	15.4095	0.0298	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,777.538 6	2,777.538 6	0.6473	0.0414	2,799.082 3
2024	5.2435	12.8032	15.2546	0.0296	0.3620	0.5157	0.8778	0.0977	0.4997	0.5974	0.0000	2,767.612 2	2,767.612 2	0.3599	0.0405	2,788.663 9
Maximum	5.3642	14.7372	15.4095	0.0298	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,777.538 6	2,777.538 6	0.6473	0.0414	2,799.082 3

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.3642	14.7372	15.4095	0.0298	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,777.538 6	2,777.538 6	0.6473	0.0414	2,799.082 3
2024	5.2435	12.8032	15.2546	0.0296	0.3620	0.5157	0.8778	0.0977	0.4997	0.5974	0.0000	2,767.612 2	2,767.612 2	0.3599	0.0405	2,788.663 9
Maximum	5.3642	14.7372	15.4095	0.0298	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,777.538 6	2,777.538 6	0.6473	0.0414	2,799.082 3

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

[illegible]

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Energy	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Mobile	1.1904	1.0267	9.1147	0.0191	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,975.2367	1,975.2367	0.1249	0.0905	2,005.3158
Total	2.9271	1.8280	9.7939	0.0239	2.0059	0.0747	2.0805	0.5342	0.0737	0.6080		2,936.8116	2,936.8116	0.1433	0.1081	2,972.6056

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Energy	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Mobile	1.1904	1.0267	9.1147	0.0191	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,975.2367	1,975.2367	0.1249	0.0905	2,005.3158
Total	2.9271	1.8280	9.7939	0.0239	2.0059	0.0747	2.0805	0.5342	0.0737	0.6080		2,936.8116	2,936.8116	0.1433	0.1081	2,972.6056

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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	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	
4	Paving	Paving	6/6/2023	6/19/2023	5	10	
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200	
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 101,910; Non-Residential Outdoor: 33,970; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

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

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Cranes	0		231	0.29
Paving	Forklifts	0		89	0.20
Paving	Generator Sets	0		84	0.74
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Welders	0		46	0.45
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	29.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330		2,324.3959	2,324.3959	0.5893		2,339.1278

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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 - 2023****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	6.5300e-003	0.3986	0.0968	1.8400e-003	0.0534	3.3400e-003	0.0567	0.0146	3.2000e-003	0.0178		200.5655	200.5655	6.6100e-003	0.0318	210.2017
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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0417	0.4188	0.4076	2.7700e-003	0.1601	3.8700e-003	0.1640	0.0430	3.6900e-003	0.0466		295.3154	295.3154	9.0000e-003	0.0340	305.6811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

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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 - 2023****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	6.5300e-003	0.3986	0.0968	1.8400e-003	0.0534	3.3400e-003	0.0567	0.0146	3.2000e-003	0.0178		200.5655	200.5655	6.6100e-003	0.0318	210.2017
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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0417	0.4188	0.4076	2.7700e-003	0.1601	3.8700e-003	0.1640	0.0430	3.6900e-003	0.0466		295.3154	295.3154	9.0000e-003	0.0340	305.6811

3.3 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.0573	1,666.0573	0.5388		1,679.5282

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****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	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****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	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

3.4 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****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	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457
Total	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****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	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457
Total	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544		1,599.2645	1,599.2645	0.5089		1,611.9874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544		1,599.2645	1,599.2645	0.5089		1,611.9874

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	0.0812	0.0466	0.7172	2.1400e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		218.6535	218.6535	5.5100e-003	5.1900e-003	220.3372
Total	0.0812	0.0466	0.7172	2.1400e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		218.6535	218.6535	5.5100e-003	5.1900e-003	220.3372

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	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544	0.0000	1,599.2645	1,599.2645	0.5089		1,611.9874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544	0.0000	1,599.2645	1,599.2645	0.5089		1,611.9874

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	0.0812	0.0466	0.7172	2.1400e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		218.6535	218.6535	5.5100e-003	5.1900e-003	220.3372
Total	0.0812	0.0466	0.7172	2.1400e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		218.6535	218.6535	5.5100e-003	5.1900e-003	220.3372

3.6 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****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	0.0120	0.4718	0.1507	2.2300e-003	0.0745	2.8600e-003	0.0774	0.0215	2.7300e-003	0.0242		239.2071	239.2071	4.9000e-003	0.0354	249.8675
Worker	0.0784	0.0451	0.6933	2.0700e-003	0.2382	1.1800e-003	0.2394	0.0632	1.0900e-003	0.0643		211.3650	211.3650	5.3300e-003	5.0100e-003	212.9926
Total	0.0904	0.5169	0.8439	4.3000e-003	0.3127	4.0400e-003	0.3168	0.0846	3.8200e-003	0.0885		450.5722	450.5722	0.0102	0.0404	462.8601

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****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	0.0120	0.4718	0.1507	2.2300e-003	0.0745	2.8600e-003	0.0774	0.0215	2.7300e-003	0.0242		239.2071	239.2071	4.9000e-003	0.0354	249.8675
Worker	0.0784	0.0451	0.6933	2.0700e-003	0.2382	1.1800e-003	0.2394	0.0632	1.0900e-003	0.0643		211.3650	211.3650	5.3300e-003	5.0100e-003	212.9926
Total	0.0904	0.5169	0.8439	4.3000e-003	0.3127	4.0400e-003	0.3168	0.0846	3.8200e-003	0.0885		450.5722	450.5722	0.0102	0.0404	462.8601

3.6 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0116	0.4720	0.1475	2.1900e-003	0.0745	2.8800e-003	0.0774	0.0215	2.7600e-003	0.0242		235.4763	235.4763	4.8700e-003	0.0348	245.9704
Worker	0.0733	0.0402	0.6461	2.0000e-003	0.2382	1.1300e-003	0.2394	0.0632	1.0400e-003	0.0642		206.1207	206.1207	4.8200e-003	4.6700e-003	207.6342
Total	0.0849	0.5123	0.7936	4.1900e-003	0.3127	4.0100e-003	0.3167	0.0846	3.8000e-003	0.0884		441.5971	441.5971	9.6900e-003	0.0395	453.6046

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0116	0.4720	0.1475	2.1900e-003	0.0745	2.8800e-003	0.0774	0.0215	2.7600e-003	0.0242		235.4763	235.4763	4.8700e-003	0.0348	245.9704
Worker	0.0733	0.0402	0.6461	2.0000e-003	0.2382	1.1300e-003	0.2394	0.0632	1.0400e-003	0.0642		206.1207	206.1207	4.8200e-003	4.6700e-003	207.6342
Total	0.0849	0.5123	0.7936	4.1900e-003	0.3127	4.0100e-003	0.3167	0.0846	3.8000e-003	0.0884		441.5971	441.5971	9.6900e-003	0.0395	453.6046

3.7 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	3.7343	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2023

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	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674
Total	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	3.7343	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2023

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	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674
Total	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	3.7234	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588
Total	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	3.7234	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588
Total	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1904	1.0267	9.1147	0.0191	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,975.2367	1,975.2367	0.1249	0.0905	2,005.3158
Unmitigated	1.1904	1.0267	9.1147	0.0191	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,975.2367	1,975.2367	0.1249	0.0905	2,005.3158

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	501.60	491.40	357.00	910,990	910,990
Total	501.60	491.40	357.00	910,990	910,990

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
NaturalGas Unmitigated	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

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					
Hotel	8173.28	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Total		0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

5.2 Energy by Land Use - NaturalGas

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					
Hotel	8.17328	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Total		0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Unmitigated	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6000e-004	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Total	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6000e-004	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Total	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

7.0 Water Detail**7.1 Mitigation Measures Water**

Granada Hotel - Approved Project - Bay Area AQMD Air District, Summer

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

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

Granada Hotel - Approved Project
Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	60.00	Room	1.09	67,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Lot acreage and square footage updated to match site plan.
- Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.
- Demolition -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -
- Trips and VMT -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -

Granada Hotel - Approved Project - Bay Area AQMD Air District, 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	10.00	200.00
tblLandUse	LandUseSquareFeet	87,120.00	67,940.00
tblLandUse	LotAcreage	2.00	1.09

2.0 Emissions Summary

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.3662	14.7649	15.3793	0.0296	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,759.799 1	2,759.799 1	0.6475	0.0424	2,781.663 3
2024	5.2457	12.8420	15.2294	0.0295	0.3620	0.5158	0.8778	0.0977	0.4997	0.5974	0.0000	2,750.361 1	2,750.361 1	0.3607	0.0414	2,771.711 4
Maximum	5.3662	14.7649	15.3793	0.0296	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,759.799 1	2,759.799 1	0.6475	0.0424	2,781.663 3

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.3662	14.7649	15.3793	0.0296	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,759.799 1	2,759.799 1	0.6475	0.0424	2,781.663 3
2024	5.2457	12.8420	15.2294	0.0295	0.3620	0.5158	0.8778	0.0977	0.4997	0.5974	0.0000	2,750.361 1	2,750.361 1	0.3607	0.0414	2,771.711 4
Maximum	5.3662	14.7649	15.3793	0.0296	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,759.799 1	2,759.799 1	0.6475	0.0424	2,781.663 3

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

[illegible]

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Energy	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Mobile	1.0577	1.1828	9.9294	0.0180	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,866.3108	1,866.3108	0.1436	0.0995	1,899.5390
Total	2.7944	1.9842	10.6086	0.0229	2.0059	0.0747	2.0805	0.5342	0.0737	0.6080		2,827.8857	2,827.8857	0.1621	0.1171	2,866.8289

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Energy	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Mobile	1.0577	1.1828	9.9294	0.0180	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,866.3108	1,866.3108	0.1436	0.0995	1,899.5390
Total	2.7944	1.9842	10.6086	0.0229	2.0059	0.0747	2.0805	0.5342	0.0737	0.6080		2,827.8857	2,827.8857	0.1621	0.1171	2,866.8289

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	
4	Paving	Paving	6/6/2023	6/19/2023	5	10	
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200	
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 101,910; Non-Residential Outdoor: 33,970; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Cranes	0		231	0.29
Paving	Forklifts	0		89	0.20
Paving	Generator Sets	0		84	0.74
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Welders	0		46	0.45
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	29.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330		2,324.3959	2,324.3959	0.5893		2,339.1278

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2023****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	6.1300e-003	0.4216	0.0981	1.8400e-003	0.0534	3.3500e-003	0.0567	0.0146	3.2000e-003	0.0178		200.7544	200.7544	6.5900e-003	0.0318	210.3994
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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0422	0.4465	0.3957	2.7000e-003	0.1601	3.8800e-003	0.1640	0.0430	3.6900e-003	0.0466		288.7882	288.7882	9.3100e-003	0.0344	299.2722

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

3.2 Demolition - 2023

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	6.1300e-003	0.4216	0.0981	1.8400e-003	0.0534	3.3500e-003	0.0567	0.0146	3.2000e-003	0.0178		200.7544	200.7544	6.5900e-003	0.0318	210.3994
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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0422	0.4465	0.3957	2.7000e-003	0.1601	3.8800e-003	0.1640	0.0430	3.6900e-003	0.0466		288.7882	288.7882	9.3100e-003	0.0344	299.2722

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.0573	1,666.0573	0.5388		1,679.5282

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****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	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2023

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	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

3.4 Grading - 2023

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	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637
Total	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****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	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637
Total	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544		1,599.2645	1,599.2645	0.5089		1,611.9874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544		1,599.2645	1,599.2645	0.5089		1,611.9874

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

3.5 Paving - 2023

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	0.0832	0.0575	0.6869	1.9800e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		203.1549	203.1549	6.2700e-003	5.9700e-003	205.0910
Total	0.0832	0.0575	0.6869	1.9800e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		203.1549	203.1549	6.2700e-003	5.9700e-003	205.0910

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	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544	0.0000	1,599.2645	1,599.2645	0.5089		1,611.9874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7960	7.7714	11.0337	0.0167		0.3842	0.3842		0.3544	0.3544	0.0000	1,599.2645	1,599.2645	0.5089		1,611.9874

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	0.0832	0.0575	0.6869	1.9800e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		203.1549	203.1549	6.2700e-003	5.9700e-003	205.0910
Total	0.0832	0.0575	0.6869	1.9800e-003	0.4606	1.2200e-003	0.4619	0.1179	1.1300e-003	0.1191		203.1549	203.1549	6.2700e-003	5.9700e-003	205.0910

3.6 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****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	0.0116	0.4993	0.1558	2.2300e-003	0.0745	2.8700e-003	0.0774	0.0215	2.7400e-003	0.0242		239.5493	239.5493	4.8600e-003	0.0355	250.2357
Worker	0.0805	0.0556	0.6640	1.9200e-003	0.2382	1.1800e-003	0.2394	0.0632	1.0900e-003	0.0643		196.3831	196.3831	6.0600e-003	5.7700e-003	198.2546
Total	0.0920	0.5549	0.8198	4.1500e-003	0.3127	4.0500e-003	0.3168	0.0846	3.8300e-003	0.0885		435.9324	435.9324	0.0109	0.0412	448.4903

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****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	0.0116	0.4993	0.1558	2.2300e-003	0.0745	2.8700e-003	0.0774	0.0215	2.7400e-003	0.0242		239.5493	239.5493	4.8600e-003	0.0355	250.2357
Worker	0.0805	0.0556	0.6640	1.9200e-003	0.2382	1.1800e-003	0.2394	0.0632	1.0900e-003	0.0643		196.3831	196.3831	6.0600e-003	5.7700e-003	198.2546
Total	0.0920	0.5549	0.8198	4.1500e-003	0.3127	4.0500e-003	0.3168	0.0846	3.8300e-003	0.0885		435.9324	435.9324	0.0109	0.0412	448.4903

3.6 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0112	0.4995	0.1526	2.2000e-003	0.0745	2.8900e-003	0.0774	0.0215	2.7700e-003	0.0242		235.8211	235.8211	4.8400e-003	0.0349	246.3402
Worker	0.0755	0.0496	0.6210	1.8600e-003	0.2382	1.1300e-003	0.2394	0.0632	1.0400e-003	0.0642		191.5413	191.5413	5.5000e-003	5.3800e-003	193.2814
Total	0.0867	0.5491	0.7736	4.0600e-003	0.3127	4.0200e-003	0.3167	0.0846	3.8100e-003	0.0884		427.3624	427.3624	0.0103	0.0403	439.6216

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0112	0.4995	0.1526	2.2000e-003	0.0745	2.8900e-003	0.0774	0.0215	2.7700e-003	0.0242		235.8211	235.8211	4.8400e-003	0.0349	246.3402
Worker	0.0755	0.0496	0.6210	1.8600e-003	0.2382	1.1300e-003	0.2394	0.0632	1.0400e-003	0.0642		191.5413	191.5413	5.5000e-003	5.3800e-003	193.2814
Total	0.0867	0.5491	0.7736	4.0600e-003	0.3127	4.0200e-003	0.3167	0.0846	3.8100e-003	0.0884		427.3624	427.3624	0.0103	0.0403	439.6216

3.7 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	3.7343	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****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	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182
Total	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	3.7343	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2023

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	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182
Total	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	3.7234	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893
Total	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.5427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	3.7234	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893
Total	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0577	1.1828	9.9294	0.0180	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,866.3108	1,866.3108	0.1436	0.0995	1,899.5390
Unmitigated	1.0577	1.1828	9.9294	0.0180	2.0059	0.0138	2.0196	0.5342	0.0128	0.5471		1,866.3108	1,866.3108	0.1436	0.0995	1,899.5390

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	501.60	491.40	357.00	910,990	910,990
Total	501.60	491.40	357.00	910,990	910,990

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

Granada Hotel - Approved Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
NaturalGas Unmitigated	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

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					
Hotel	8173.28	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Total		0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

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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					
Hotel	8.17328	0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759
Total		0.0881	0.8013	0.6731	4.8100e-003		0.0609	0.0609		0.0609	0.0609		961.5618	961.5618	0.0184	0.0176	967.2759

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Unmitigated	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

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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

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6000e-004	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Total	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

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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	0.1941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6000e-004	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140
Total	1.6486	6.0000e-005	6.1200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	3.0000e-005		0.0140

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

Granada Hotel - Proposed Project

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	73.00	Room	1.09	75,660.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated to match site plan.

Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblLandUse	LandUseSquareFeet	105,996.00	75,660.00
tblLandUse	LotAcreage	2.43	1.09

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					
2023	0.4027	1.1598	1.2714	2.4700e-003	0.0554	0.0507	0.1062	0.0185	0.0488	0.0673	0.0000	210.6188	210.6188	0.0322	3.2100e-003	212.3787
2024	0.1930	0.3989	0.4757	9.3000e-004	0.0118	0.0161	0.0278	3.1900e-003	0.0156	0.0188	0.0000	78.7494	78.7494	0.0101	1.2400e-003	79.3709
Maximum	0.4027	1.1598	1.2714	2.4700e-003	0.0554	0.0507	0.1062	0.0185	0.0488	0.0673	0.0000	210.6188	210.6188	0.0322	3.2100e-003	212.3787

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					
2023	0.4027	1.1598	1.2713	2.4700e-003	0.0554	0.0507	0.1062	0.0185	0.0488	0.0673	0.0000	210.6186	210.6186	0.0322	3.2100e-003	212.3785
2024	0.1930	0.3989	0.4757	9.3000e-004	0.0118	0.0161	0.0278	3.1900e-003	0.0156	0.0188	0.0000	78.7494	78.7494	0.0101	1.2400e-003	79.3708
Maximum	0.4027	1.1598	1.2713	2.4700e-003	0.0554	0.0507	0.1062	0.0185	0.0488	0.0673	0.0000	210.6186	210.6186	0.0322	3.2100e-003	212.3785

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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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	0.5021	0.5021
2	8-1-2023	10-31-2023	0.6367	0.6367
3	11-1-2023	1-31-2024	0.6282	0.6282
4	2-1-2024	4-30-2024	0.3846	0.3846
		Highest	0.6367	0.6367

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003
Energy	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	229.0895	229.0895	0.0118	4.2700e-003	230.6552
Mobile	0.2240	0.2364	1.9593	3.8400e-003	0.4085	2.9100e-003	0.4114	0.1091	2.7100e-003	0.1119	0.0000	360.0148	360.0148	0.0259	0.0183	366.1279
Waste						0.0000	0.0000		0.0000	0.0000	8.1136	0.0000	8.1136	0.4795	0.0000	20.1010
Water						0.0000	0.0000		0.0000	0.0000	0.5875	0.9937	1.5812	0.0605	1.4400e-003	3.5241
Total	0.5769	0.3993	2.0968	4.8200e-003	0.4085	0.0153	0.4238	0.1091	0.0151	0.1242	8.7010	590.0993	598.8003	0.5777	0.0241	620.4096

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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	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003
Energy	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	229.0895	229.0895	0.0118	4.2700e-003	230.6552
Mobile	0.2240	0.2364	1.9593	3.8400e-003	0.4085	2.9100e-003	0.4114	0.1091	2.7100e-003	0.1119	0.0000	360.0148	360.0148	0.0259	0.0183	366.1279
Waste						0.0000	0.0000		0.0000	0.0000	8.1136	0.0000	8.1136	0.4795	0.0000	20.1010
Water						0.0000	0.0000		0.0000	0.0000	0.5875	0.9937	1.5812	0.0605	1.4400e-003	3.5241
Total	0.5769	0.3993	2.0968	4.8200e-003	0.4085	0.0153	0.4238	0.1091	0.0151	0.1242	8.7010	590.0993	598.8003	0.5777	0.0241	620.4096

	ROG	NOx	CO	SO2	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	

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

4	Paving	Paving	6/6/2023	6/19/2023	5	10
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 113,490; Non-Residential Outdoor: 37,830; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

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

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	32.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	6.6200e-003	6.7700e-003	0.0134	1.0000e-003	6.3300e-003	7.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202

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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 - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	4.1400e-003	9.7000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.8202	1.8202	6.0000e-005	2.9000e-004	1.9077
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	3.9000e-004	4.3700e-003	3.8500e-003	3.0000e-005	1.5500e-003	4.0000e-005	1.5800e-003	4.1000e-004	3.0000e-005	4.5000e-004	0.0000	2.6253	2.6253	8.0000e-005	3.1000e-004	2.7199

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	6.6200e-003	6.7700e-003	0.0134	1.0000e-003	6.3300e-003	7.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202

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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 - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	4.1400e-003	9.7000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.8202	1.8202	6.0000e-005	2.9000e-004	1.9077
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	3.9000e-004	4.3700e-003	3.8500e-003	3.0000e-005	1.5500e-003	4.0000e-005	1.5800e-003	4.1000e-004	3.0000e-005	4.5000e-004	0.0000	2.6253	2.6253	8.0000e-005	3.1000e-004	2.7199

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

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

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

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3.3 Site Preparation - 2023

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	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250
Total	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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3.4 Grading - 2023

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	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250
Total	5.0000e-005	4.0000e-005	4.4000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1239	0.1239	0.0000	0.0000	0.1250

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329

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

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2114	126.2114	0.0214	0.0000	126.7472
Total	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2114	126.2114	0.0214	0.0000	126.7472

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9000e-004	0.0371	0.0116	1.7000e-004	5.4700e-003	2.2000e-004	5.6900e-003	1.5800e-003	2.1000e-004	1.7900e-003	0.0000	16.4628	16.4628	3.4000e-004	2.4400e-003	17.1969
Worker	5.6900e-003	3.9000e-003	0.0493	1.5000e-004	0.0176	9.0000e-005	0.0177	4.6800e-003	8.0000e-005	4.7600e-003	0.0000	13.7732	13.7732	4.0000e-004	3.8000e-004	13.8957
Total	6.5800e-003	0.0410	0.0609	3.2000e-004	0.0230	3.1000e-004	0.0234	6.2600e-003	2.9000e-004	6.5500e-003	0.0000	30.2360	30.2360	7.4000e-004	2.8200e-003	31.0926

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	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2112	126.2112	0.0214	0.0000	126.7470
Total	0.1059	0.8139	0.8765	1.5300e-003		0.0358	0.0358		0.0345	0.0345	0.0000	126.2112	126.2112	0.0214	0.0000	126.7470

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

3.6 Building Construction - 2023

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	8.9000e-004	0.0371	0.0116	1.7000e-004	5.4700e-003	2.2000e-004	5.6900e-003	1.5800e-003	2.1000e-004	1.7900e-003	0.0000	16.4628	16.4628	3.4000e-004	2.4400e-003	17.1969
Worker	5.6900e-003	3.9000e-003	0.0493	1.5000e-004	0.0176	9.0000e-005	0.0177	4.6800e-003	8.0000e-005	4.7600e-003	0.0000	13.7732	13.7732	4.0000e-004	3.8000e-004	13.8957
Total	6.5800e-003	0.0410	0.0609	3.2000e-004	0.0230	3.1000e-004	0.0234	6.2600e-003	2.9000e-004	6.5500e-003	0.0000	30.2360	30.2360	7.4000e-004	2.8200e-003	31.0926

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6221
Total	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6221

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3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	0.0163	4.9800e-003	7.0000e-005	2.4000e-003	1.0000e-004	2.5000e-003	6.9000e-004	9.0000e-005	7.9000e-004	0.0000	7.1121	7.1121	1.5000e-004	1.0500e-003	7.4292
Worker	2.3400e-003	1.5300e-003	0.0202	6.0000e-005	7.7100e-003	4.0000e-005	7.7500e-003	2.0500e-003	3.0000e-005	2.0900e-003	0.0000	5.8953	5.8953	1.6000e-004	1.5000e-004	5.9453
Total	2.7200e-003	0.0178	0.0252	1.3000e-004	0.0101	1.4000e-004	0.0103	2.7400e-003	1.2000e-004	2.8800e-003	0.0000	13.0074	13.0074	3.1000e-004	1.2000e-003	13.3745

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	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6220
Total	0.0433	0.3375	0.3818	6.7000e-004		0.0137	0.0137		0.0133	0.0133	0.0000	55.3914	55.3914	9.2200e-003	0.0000	55.6220

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3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	0.0163	4.9800e-003	7.0000e-005	2.4000e-003	1.0000e-004	2.5000e-003	6.9000e-004	9.0000e-005	7.9000e-004	0.0000	7.1121	7.1121	1.5000e-004	1.0500e-003	7.4292
Worker	2.3400e-003	1.5300e-003	0.0202	6.0000e-005	7.7100e-003	4.0000e-005	7.7500e-003	2.0500e-003	3.0000e-005	2.0900e-003	0.0000	5.8953	5.8953	1.6000e-004	1.5000e-004	5.9453
Total	2.7200e-003	0.0178	0.0252	1.3000e-004	0.0101	1.4000e-004	0.0103	2.7400e-003	1.2000e-004	2.8800e-003	0.0000	13.0074	13.0074	3.1000e-004	1.2000e-003	13.3745

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931
Total	0.2668	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180
Total	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931
Total	0.2668	0.0840	0.1168	1.9000e-004		4.5700e-003	4.5700e-003		4.5700e-003	4.5700e-003	0.0000	16.4685	16.4685	9.9000e-004	0.0000	16.4931

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3.7 Architectural Coating - 2023

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	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180
Total	9.9000e-004	6.8000e-004	8.5800e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0700e-003	8.1000e-004	1.0000e-005	8.3000e-004	0.0000	2.3967	2.3967	7.0000e-005	7.0000e-005	2.4180

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1401					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0641	9.0641	5.1000e-004	0.0000	9.0768
Total	0.1465	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0641	9.0641	5.1000e-004	0.0000	9.0768

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975
Total	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1401					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0640	9.0640	5.1000e-004	0.0000	9.0768
Total	0.1465	0.0433	0.0643	1.1000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	9.0640	9.0640	5.1000e-004	0.0000	9.0768

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975
Total	5.1000e-004	3.3000e-004	4.4100e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.2866	1.2866	3.0000e-005	3.0000e-005	1.2975

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2240	0.2364	1.9593	3.8400e-003	0.4085	2.9100e-003	0.4114	0.1091	2.7100e-003	0.1119	0.0000	360.0148	360.0148	0.0259	0.0183	366.1279
Unmitigated	0.2240	0.2364	1.9593	3.8400e-003	0.4085	2.9100e-003	0.4114	0.1091	2.7100e-003	0.1119	0.0000	360.0148	360.0148	0.0259	0.0183	366.1279

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	610.28	597.87	434.35	1,108,371	1,108,371
Total	610.28	597.87	434.35	1,108,371	1,108,371

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.8026	51.8026	8.3800e-003	1.0200e-003	52.3148
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.8026	51.8026	8.3800e-003	1.0200e-003	52.3148
NaturalGas Mitigated	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404
NaturalGas Unmitigated	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404

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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	tons/yr										MT/yr					
Hotel	3.32223e+006	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404
Total		0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404

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					
Hotel	3.32223e+006	0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404
Total		0.0179	0.1629	0.1368	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.2869	177.2869	3.4000e-003	3.2500e-003	178.3404

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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			
Hotel	559884	51.8026	8.3800e-003	1.0200e-003	52.3148
Total		51.8026	8.3800e-003	1.0200e-003	52.3148

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	559884	51.8026	8.3800e-003	1.0200e-003	52.3148
Total		51.8026	8.3800e-003	1.0200e-003	52.3148

6.0 Area Detail**6.1 Mitigation Measures Area**

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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	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003
Unmitigated	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0395					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2955					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003
Total	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003

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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	0.0395					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2955					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003
Total	0.3350	1.0000e-005	6.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-003	1.3000e-003	0.0000	0.0000	1.3900e-003

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	1.5812	0.0605	1.4400e-003	3.5241
Unmitigated	1.5812	0.0605	1.4400e-003	3.5241

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	1.85177 / 0.205753	1.5812	0.0605	1.4400e-003	3.5241
Total		1.5812	0.0605	1.4400e-003	3.5241

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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			
Hotel	1.85177 / 0.205753	1.5812	0.0605	1.4400e-003	3.5241
Total		1.5812	0.0605	1.4400e-003	3.5241

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.1136	0.4795	0.0000	20.1010
Unmitigated	8.1136	0.4795	0.0000	20.1010

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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****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	39.97	8.1136	0.4795	0.0000	20.1010
Total		8.1136	0.4795	0.0000	20.1010

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	39.97	8.1136	0.4795	0.0000	20.1010
Total		8.1136	0.4795	0.0000	20.1010

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

Granada Hotel - Proposed Project
Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	73.00	Room	1.09	75,660.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated to match site plan.

Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblLandUse	LandUseSquareFeet	105,996.00	75,660.00
tblLandUse	LotAcreage	2.43	1.09

2.0 Emissions Summary

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.7760	14.7372	15.4950	0.0302	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,821.150 0	2,821.150 0	0.6473	0.0452	2,843.831 2
2024	5.6547	12.8503	15.3348	0.0300	0.3934	0.5161	0.9096	0.1062	0.5001	0.6063	0.0000	2,810.342 0	2,810.342 0	0.3609	0.0441	2,832.504 2
Maximum	5.7760	14.7372	15.4950	0.0302	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,821.150 0	2,821.150 0	0.6473	0.0452	2,843.831 2

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.7760	14.7372	15.4950	0.0302	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,821.150 0	2,821.150 0	0.6473	0.0452	2,843.831 2
2024	5.6547	12.8503	15.3348	0.0300	0.3934	0.5161	0.9096	0.1062	0.5001	0.6063	0.0000	2,810.342 0	2,810.342 0	0.3609	0.0441	2,832.504 2
Maximum	5.7760	14.7372	15.4950	0.0302	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,821.150 0	2,821.150 0	0.6473	0.0452	2,843.831 2

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

[illegible]

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Energy	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Mobile	1.4483	1.2491	11.0895	0.0232	2.4405	0.0167	2.4572	0.6500	0.0156	0.6656		2,403.2047	2,403.2047	0.1519	0.1101	2,439.8009
Total	3.3824	2.1415	11.8465	0.0286	2.4405	0.0846	2.5250	0.6500	0.0834	0.7334		3,474.0444	3,474.0444	0.1725	0.1297	3,517.0050

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Energy	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Mobile	1.4483	1.2491	11.0895	0.0232	2.4405	0.0167	2.4572	0.6500	0.0156	0.6656		2,403.2047	2,403.2047	0.1519	0.1101	2,439.8009
Total	3.3824	2.1415	11.8465	0.0286	2.4405	0.0846	2.5250	0.6500	0.0834	0.7334		3,474.0444	3,474.0444	0.1725	0.1297	3,517.0050

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	
4	Paving	Paving	6/6/2023	6/19/2023	5	10	
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200	
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 113,490; Non-Residential Outdoor: 37,830; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	32.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330		2,324.3959	2,324.3959	0.5893		2,339.1278

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	6.5300e-003	0.3986	0.0968	1.8400e-003	0.0534	3.3400e-003	0.0567	0.0146	3.2000e-003	0.0178		200.5655	200.5655	6.6100e-003	0.0318	210.2017
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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0417	0.4188	0.4076	2.7700e-003	0.1601	3.8700e-003	0.1640	0.0430	3.6900e-003	0.0466		295.3154	295.3154	9.0000e-003	0.0340	305.6811

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

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	6.5300e-003	0.3986	0.0968	1.8400e-003	0.0534	3.3400e-003	0.0567	0.0146	3.2000e-003	0.0178		200.5655	200.5655	6.6100e-003	0.0318	210.2017
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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0417	0.4188	0.4076	2.7700e-003	0.1601	3.8700e-003	0.1640	0.0430	3.6900e-003	0.0466		295.3154	295.3154	9.0000e-003	0.0340	305.6811

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.057 3	1,666.057 3	0.5388		1,679.528 2
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.057 3	1,666.057 3	0.5388		1,679.528 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.057 3	1,666.057 3	0.5388		1,679.528 2
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709	0.0000	1,666.057 3	1,666.057 3	0.5388		1,679.528 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

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	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457
Total	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

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	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457
Total	0.0271	0.0155	0.2391	7.1000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		72.8845	72.8845	1.8400e-003	1.7300e-003	73.4457

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.688 0	1,297.688 0	0.4114		1,307.972 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.688 0	1,297.688 0	0.4114		1,307.972 5

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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.688 0	1,297.688 0	0.4114		1,307.972 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.688 0	1,297.688 0	0.4114		1,307.972 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

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	0.0131	0.5147	0.1644	2.4300e-003	0.0813	3.1200e-003	0.0844	0.0234	2.9800e-003	0.0264		260.9532	260.9532	5.3400e-003	0.0386	272.5827
Worker	0.0866	0.0497	0.7650	2.2800e-003	0.2629	1.3000e-003	0.2642	0.0697	1.2000e-003	0.0709		233.2304	233.2304	5.8800e-003	5.5300e-003	235.0263
Total	0.0996	0.5644	0.9293	4.7100e-003	0.3441	4.4200e-003	0.3486	0.0931	4.1800e-003	0.0973		494.1836	494.1836	0.0112	0.0441	507.6090

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

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	0.0131	0.5147	0.1644	2.4300e-003	0.0813	3.1200e-003	0.0844	0.0234	2.9800e-003	0.0264		260.9532	260.9532	5.3400e-003	0.0386	272.5827
Worker	0.0866	0.0497	0.7650	2.2800e-003	0.2629	1.3000e-003	0.2642	0.0697	1.2000e-003	0.0709		233.2304	233.2304	5.8800e-003	5.5300e-003	235.0263
Total	0.0996	0.5644	0.9293	4.7100e-003	0.3441	4.4200e-003	0.3486	0.0931	4.1800e-003	0.0973		494.1836	494.1836	0.0112	0.0441	507.6090

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.921 4	2,001.921 4	0.3334		2,010.256 3
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.921 4	2,001.921 4	0.3334		2,010.256 3

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	0.0127	0.5149	0.1609	2.3900e-003	0.0813	3.1400e-003	0.0844	0.0234	3.0100e-003	0.0264		256.8833	256.8833	5.3100e-003	0.0380	268.3314
Worker	0.0809	0.0444	0.7130	2.2000e-003	0.2629	1.2400e-003	0.2641	0.0697	1.1400e-003	0.0709		227.4436	227.4436	5.3200e-003	5.1600e-003	229.1136
Total	0.0936	0.5593	0.8738	4.5900e-003	0.3441	4.3800e-003	0.3485	0.0931	4.1500e-003	0.0973		484.3269	484.3269	0.0106	0.0431	497.4449

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.921 4	2,001.921 4	0.3334		2,010.256 3
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.921 4	2,001.921 4	0.3334		2,010.256 3

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	0.0127	0.5149	0.1609	2.3900e-003	0.0813	3.1400e-003	0.0844	0.0234	3.0100e-003	0.0264		256.8833	256.8833	5.3100e-003	0.0380	268.3314
Worker	0.0809	0.0444	0.7130	2.2000e-003	0.2629	1.2400e-003	0.2641	0.0697	1.1400e-003	0.0709		227.4436	227.4436	5.3200e-003	5.1600e-003	229.1136
Total	0.0936	0.5593	0.8738	4.5900e-003	0.3441	4.3800e-003	0.3485	0.0931	4.1500e-003	0.0973		484.3269	484.3269	0.0106	0.0431	497.4449

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	4.1369	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674
Total	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	4.1369	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674
Total	0.0162	9.3200e-003	0.1434	4.3000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		43.7307	43.7307	1.1000e-003	1.0400e-003	44.0674

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	4.1260	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588
Total	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	4.1260	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

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	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588
Total	0.0152	8.3200e-003	0.1337	4.1000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		42.6457	42.6457	1.0000e-003	9.7000e-004	42.9588

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4483	1.2491	11.0895	0.0232	2.4405	0.0167	2.4572	0.6500	0.0156	0.6656		2,403.204 7	2,403.204 7	0.1519	0.1101	2,439.800 9
Unmitigated	1.4483	1.2491	11.0895	0.0232	2.4405	0.0167	2.4572	0.6500	0.0156	0.6656		2,403.204 7	2,403.204 7	0.1519	0.1101	2,439.800 9

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	610.28	597.87	434.35	1,108,371	1,108,371
Total	610.28	597.87	434.35	1,108,371	1,108,371

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
NaturalGas Unmitigated	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

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					
Hotel	9102	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Total		0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

5.2 Energy by Land Use - NaturalGas

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					
Hotel	9.102	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Total		0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Unmitigated	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Total	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Total	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

7.0 Water Detail**7.1 Mitigation Measures Water**

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Summer

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

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

Granada Hotel - Proposed Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	73.00	Room	1.09	75,660.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated to match site plan.

Construction Phase - Architectural coating phase adjusted to occur simulatenously with building construction phase.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblLandUse	LandUseSquareFeet	105,996.00	75,660.00
tblLandUse	LotAcreage	2.43	1.09

2.0 Emissions Summary

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.7781	14.7649	15.4622	0.0300	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,801.8918	2,801.8918	0.6475	0.0462	2,824.9211
2024	5.6570	12.8926	15.3075	0.0299	0.3934	0.5161	0.9096	0.1062	0.5001	0.6063	0.0000	2,791.6140	2,791.6140	0.3617	0.0451	2,814.1006
Maximum	5.7781	14.7649	15.4622	0.0300	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,801.8918	2,801.8918	0.6475	0.0462	2,824.9211

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.7781	14.7649	15.4622	0.0300	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,801.8918	2,801.8918	0.6475	0.0462	2,824.9211
2024	5.6570	12.8926	15.3075	0.0299	0.3934	0.5161	0.9096	0.1062	0.5001	0.6063	0.0000	2,791.6140	2,791.6140	0.3617	0.0451	2,814.1006
Maximum	5.7781	14.7649	15.4622	0.0300	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,801.8918	2,801.8918	0.6475	0.0462	2,824.9211

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

[illegible]

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Energy	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Mobile	1.2869	1.4391	12.0807	0.0220	2.4405	0.0168	2.4572	0.6500	0.0156	0.6656		2,270.6781	2,270.6781	0.1748	0.1210	2,311.1058
Total	3.2210	2.3315	12.8377	0.0273	2.4405	0.0846	2.5251	0.6500	0.0835	0.7334		3,341.5178	3,341.5178	0.1953	0.1406	3,388.3099

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Energy	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Mobile	1.2869	1.4391	12.0807	0.0220	2.4405	0.0168	2.4572	0.6500	0.0156	0.6656		2,270.6781	2,270.6781	0.1748	0.1210	2,311.1058
Total	3.2210	2.3315	12.8377	0.0273	2.4405	0.0846	2.5251	0.6500	0.0835	0.7334		3,341.5178	3,341.5178	0.1953	0.1406	3,388.3099

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	5/30/2023	5	2	
3	Grading	Grading	5/31/2023	6/5/2023	5	4	
4	Paving	Paving	6/6/2023	6/19/2023	5	10	
5	Building Construction	Building Construction	6/20/2023	3/25/2024	5	200	
6	Architectural Coating	Architectural Coating	7/4/2023	4/8/2024	5	200	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 113,490; Non-Residential Outdoor: 37,830; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	32.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330		2,324.3959	2,324.3959	0.5893		2,339.1278

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	6.1300e-003	0.4216	0.0981	1.8400e-003	0.0534	3.3500e-003	0.0567	0.0146	3.2000e-003	0.0178		200.7544	200.7544	6.5900e-003	0.0318	210.3994
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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0422	0.4465	0.3957	2.7000e-003	0.1601	3.8800e-003	0.1640	0.0430	3.6900e-003	0.0466		288.7882	288.7882	9.3100e-003	0.0344	299.2722

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6622	0.0000	0.6622	0.1003	0.0000	0.1003			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.6622	0.6766	1.3388	0.1003	0.6328	0.7330	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

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	6.1300e-003	0.4216	0.0981	1.8400e-003	0.0534	3.3500e-003	0.0567	0.0146	3.2000e-003	0.0178		200.7544	200.7544	6.5900e-003	0.0318	210.3994
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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0422	0.4465	0.3957	2.7000e-003	0.1601	3.8800e-003	0.1640	0.0430	3.6900e-003	0.0466		288.7882	288.7882	9.3100e-003	0.0344	299.2722

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.057 3	1,666.057 3	0.5388		1,679.528 2
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.057 3	1,666.057 3	0.5388		1,679.528 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.057 3	1,666.057 3	0.5388		1,679.528 2
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709	0.0000	1,666.057 3	1,666.057 3	0.5388		1,679.528 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

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	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637
Total	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

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	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637
Total	0.0277	0.0192	0.2290	6.6000e-004	0.0822	4.1000e-004	0.0826	0.0218	3.8000e-004	0.0222		67.7183	67.7183	2.0900e-003	1.9900e-003	68.3637

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.688 0	1,297.688 0	0.4114		1,307.972 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.688 0	1,297.688 0	0.4114		1,307.972 5

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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.688 0	1,297.688 0	0.4114		1,307.972 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.688 0	1,297.688 0	0.4114		1,307.972 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

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	0.0126	0.5446	0.1700	2.4400e-003	0.0813	3.1300e-003	0.0844	0.0234	2.9900e-003	0.0264		261.3265	261.3265	5.3100e-003	0.0387	272.9844
Worker	0.0888	0.0614	0.7327	2.1200e-003	0.2629	1.3000e-003	0.2642	0.0697	1.2000e-003	0.0709		216.6986	216.6986	6.6800e-003	6.3700e-003	218.7637
Total	0.1014	0.6060	0.9026	4.5600e-003	0.3441	4.4300e-003	0.3486	0.0931	4.1900e-003	0.0973		478.0251	478.0251	0.0120	0.0451	491.7481

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

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	0.0126	0.5446	0.1700	2.4400e-003	0.0813	3.1300e-003	0.0844	0.0234	2.9900e-003	0.0264		261.3265	261.3265	5.3100e-003	0.0387	272.9844
Worker	0.0888	0.0614	0.7327	2.1200e-003	0.2629	1.3000e-003	0.2642	0.0697	1.2000e-003	0.0709		216.6986	216.6986	6.6800e-003	6.3700e-003	218.7637
Total	0.1014	0.6060	0.9026	4.5600e-003	0.3441	4.4300e-003	0.3486	0.0931	4.1900e-003	0.0973		478.0251	478.0251	0.0120	0.0451	491.7481

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.921 4	2,001.921 4	0.3334		2,010.256 3
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.921 4	2,001.921 4	0.3334		2,010.256 3

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	0.0122	0.5449	0.1664	2.4000e-003	0.0813	3.1500e-003	0.0844	0.0234	3.0200e-003	0.0264		257.2593	257.2593	5.2800e-003	0.0381	268.7348
Worker	0.0833	0.0548	0.6853	2.0500e-003	0.2629	1.2400e-003	0.2641	0.0697	1.1400e-003	0.0709		211.3559	211.3559	6.0700e-003	5.9300e-003	213.2760
Total	0.0955	0.5996	0.8517	4.4500e-003	0.3441	4.3900e-003	0.3485	0.0931	4.1600e-003	0.0973		468.6153	468.6153	0.0114	0.0440	482.0108

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

3.6 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.921 4	2,001.921 4	0.3334		2,010.256 3
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.921 4	2,001.921 4	0.3334		2,010.256 3

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	0.0122	0.5449	0.1664	2.4000e-003	0.0813	3.1500e-003	0.0844	0.0234	3.0200e-003	0.0264		257.2593	257.2593	5.2800e-003	0.0381	268.7348
Worker	0.0833	0.0548	0.6853	2.0500e-003	0.2629	1.2400e-003	0.2641	0.0697	1.1400e-003	0.0709		211.3559	211.3559	6.0700e-003	5.9300e-003	213.2760
Total	0.0955	0.5996	0.8517	4.4500e-003	0.3441	4.3900e-003	0.3485	0.0931	4.1600e-003	0.0973		468.6153	468.6153	0.0114	0.0440	482.0108

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	4.1369	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182
Total	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	4.1369	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182
Total	0.0166	0.0115	0.1374	4.0000e-004	0.0493	2.4000e-004	0.0495	0.0131	2.3000e-004	0.0133		40.6310	40.6310	1.2500e-003	1.1900e-003	41.0182

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	4.1260	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893
Total	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.9452					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	4.1260	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

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	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893
Total	0.0156	0.0103	0.1285	3.8000e-004	0.0493	2.3000e-004	0.0495	0.0131	2.1000e-004	0.0133		39.6292	39.6292	1.1400e-003	1.1100e-003	39.9893

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2869	1.4391	12.0807	0.0220	2.4405	0.0168	2.4572	0.6500	0.0156	0.6656		2,270.678 1	2,270.678 1	0.1748	0.1210	2,311.105 8
Unmitigated	1.2869	1.4391	12.0807	0.0220	2.4405	0.0168	2.4572	0.6500	0.0156	0.6656		2,270.678 1	2,270.678 1	0.1748	0.1210	2,311.105 8

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	610.28	597.87	434.35	1,108,371	1,108,371
Total	610.28	597.87	434.35	1,108,371	1,108,371

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
NaturalGas Unmitigated	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

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					
Hotel	9102	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Total		0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

5.2 Energy by Land Use - NaturalGas

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					
Hotel	9.102	0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871
Total		0.0982	0.8924	0.7496	5.3500e-003		0.0678	0.0678		0.0678	0.0678		1,070.8237	1,070.8237	0.0205	0.0196	1,077.1871

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Unmitigated	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Total	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170
Total	1.8360	7.0000e-005	7.4400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0160	0.0160	4.0000e-005		0.0170

7.0 Water Detail

7.1 Mitigation Measures Water

Granada Hotel - Proposed Project - Bay Area AQMD Air District, Winter

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

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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