DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, May 9, 2024
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
10th Floor, Room 1010
200 North Spring Street
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: May 14, 2024
Multiple Approval: Yes

Case No.:	DIR-2023-2028-TOC-SPR-HCA-1A
CEQA No.:	ENV-2023-2029-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	13 – Soto-Martinez
Plan Area:	Silver Lake – Echo Park – Elysian Valley
Specific Plan:	None
Certified NC:	Silver Lake
GPLU:	Community Commercial
Zone:	[Q]C2-1VL
Applicant:	SPC 2511 Sunset, LLC
Representative:	Derek Sanders, Six Peak Development
Appellant A:	Michael Ortiz, Sunset-Rampart Business District and Neighbors
Appellant B:	Supporters Alliance for Environmental Responsibility (SAFER)
Appellant B's Representative:	Marjan R. Abubo, Lozeau Drury LLP

PROJECT LOCATION: 2511, 2513, 2515, and 2517 West Sunset Boulevard

PROPOSED PROJECT: The construction, use, and maintenance of a five-story, mixed-use building containing approximately 89,719 square-feet of floor area, comprised of 3,603 square-feet of commercial floor area and 86,116 square-feet of residential floor area, on an approximately 27,055 square-foot site, resulting in a Floor Area Ratio ("FAR") of 3.32:1. The project will include 121 dwelling units, 13 of which will be reserved for Extremely Low Income Households. The building will rise to a maximum height of approximately 79 feet. A total of 79 vehicle parking spaces, 87 long-term bicycle parking spaces, and 11 short-term bicycle parking spaces will be provided within the two-level subterranean parking garage and the ground floor. The project includes 9,418 square-feet of open space, consisting of a 2,926 square-foot courtyard, three (3) recreation rooms that total 2,353 square-feet, and a 4,139 square-foot roof deck. The project would also include the planting of a minimum of 31 24-inch box trees and export of 20,700 cubic yards of earth from the site.

APPEAL: Two (2) appeals of the Director of Planning's determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program project and Site Plan Review for a project that results in the construction of 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines applies;

2. **Deny** the appeals of DIR-2023-2028-TOC-SPR-HCA.

3. **Sustain** the Director of Planning's Determination for the construction, use, and maintenance of a five-story, mixed-use building which will contain 3,603 square-feet of commercial floor area and 121 dwelling units, 13 of which will be reserved for Extremely Low Income Households; and

4. **Adopt** the Director of Planning's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi
Jane J. Choi, AICP, Principal City Planner

Vanessa Soto
Vanessa Soto, AICP, Senior City Planner

Yi Lu, AICP, City Planner

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *City Planning Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No.213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commissions meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Exhibits:

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project site is comprised of four (4) contiguous interior lots located at 2511, 2513, 2515, and 2517 West Sunset Boulevard with an area of approximately 27,055 square-feet and a frontage of approximately 212 feet along the northern portion of Sunset Boulevard. The project site is currently improved with a grocery store, a recycling center, and a surface parking lot. The project site is zoned [Q]C2-1VL and is designated for Community Commercial land uses by the Silver Lake – Echo Park – Elysian Valley Community Plan. The proposed project site qualifies as a Tier 3 Transit Oriented Communities housing project based on being located within 750-feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603), according to the Transit Oriented Communities (TOC) Referral Form dated March 13, 2023. The site is also located within a Transit Priority Area (ZI-2452), the Los Angeles State Enterprise Zone (ZI-2374), an Urban Agricultural Incentive Zone, a Very High Fire Hazard Severity Zone, a BOE Special Grading Area (A-13372), a Methane Zone, and within 0.52 kilometers (0.32 miles) from the Upper Elysian Park Fault.

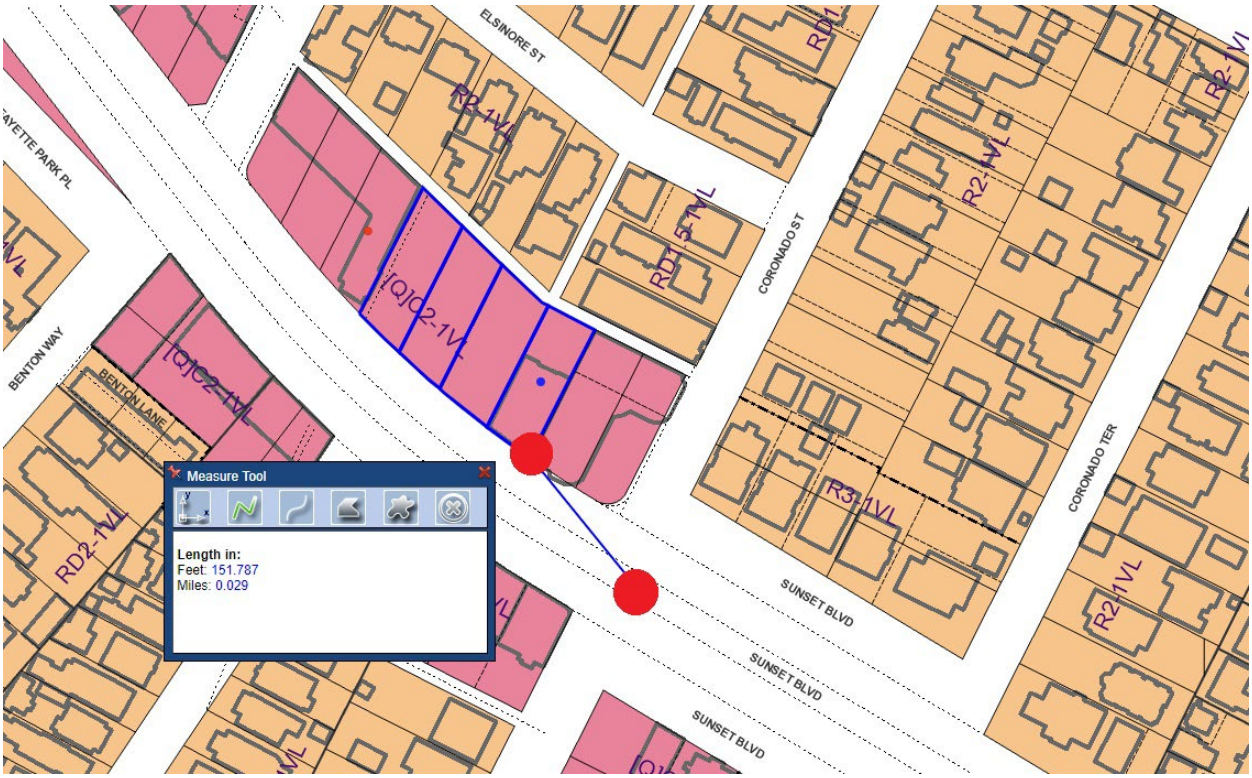
The proposed project is the demolition of the existing buildings and surface parking lot and the construction, use, and maintenance of a five-story mixed-use building comprised of approximately 89,719 square-feet of total floor area for a proposed floor area ratio (FAR) of 3.32:1. The proposed project will rise to a maximum height of 79 feet, as measured from grade to the top of the roof structure. The proposed project will include 121 dwelling units, of which 13 units, or 10 percent of the total units, will be reserved for Extremely Low Income Households. On the ground floor, two (2) commercial spaces will account for the total commercial floor area of approximately 3,603 square-feet. The project will provide 74 residential vehicle parking spaces and five (5) commercial vehicle parking spaces across two (2) subterranean floors. Pursuant to California Government Code Section 65863.2 (Assembly Bill 2097), the project is not required to provide any on-site vehicle parking. The project will also provide 94 residential bicycle parking spaces (85 long-term and 9 short-term) and four (4) commercial bicycle parking spaces (2 long-term and 2 short-term). Additionally, the project will provide 9,418 square-feet of open space, consisting of a 2,926 square-foot courtyard, three (3) recreation rooms that total 2,353 square-feet, and a 4,139 square-foot roof deck. Finally, the project will provide 31 25-inch box trees on-site and will export 20,700 cubic yards of earth from the site.

TRANSIT ORIENTED COMMUNITIES

Measure JJJ was adopted by the Los Angeles City Council and established the Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law. The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, and amended on February 26, 2018, established a tier-based system with varying development bonuses and incentives based on a project’s distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located within 750-feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603), according to the TOC Referral Form dated March 13, 2023. The project is therefore located in Tier 3 of the Transit Oriented Communities (“TOC”) Affordable

Housing Incentive Program and is eligible for Tier 3 incentives. The project is eligible to receive Base Incentives along with three (3) Additional Incentives, as requested, because the project will reserve 13 units, or 18-percent of the base 71 units, for Extremely Low Income Households. Per Section IV of the TOC Guidelines, an eligible TOC project needs to only reserve 11-percent of the base units, in this case 8 units, for Extremely Low Income Households for three (3) Additional Incentives. As such, the project fulfills the Tier 3 TOC eligibility requirements for on-site restricted affordable units.



Distance between the project site and the intersection of Sunset Boulevard and Coronado Street, as measured using the Zone Information and Map Access System (ZIMAS) (March 19, 2024)

Pursuant to the TOC Affordable Housing Incentives Program, the project was deemed eligible for and is utilizing the following Base Incentives, which are granted by-right to eligible TOC projects, and three (3) Additional Incentives to construct the proposed project:

Base Incentives:

1. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 121 units in lieu of the 71 base units otherwise allowed.

2. **Floor Area Ratio (FAR).** Increase in the FAR to 3.32:1 in lieu of the 1.5:1 FAR otherwise allowed in the [Q]C2-1VL Zone.

Additional Incentives:

1. **Height.** An up to 22-foot increase in the height requirement, allowing up to 79 feet in height in lieu of the permitted 57 feet per LAMC Section 12.21.1 B.2.

2. **Open Space.** An up to 25 percent decrease in the required open space, allowing a minimum of 9,413 square-feet of open space in lieu of the required 12,550 square-feet of open space.

3. **Yards.** Utilization of the side and rear yard setback requirements of the RAS3 Zone for an applicable project in a commercial zone, allowing:

    a. **Residential Easterly and Westerly Side Yard Setbacks:** Provide minimum side yard setbacks of five feet.
    b. **Residential Northerly Rear Yard Setback:** Provide a minimum rear yard setback of 15 feet.

SURROUNDING PROPERTIES

The project site is located in an urbanized neighborhood in the Silver Lake – Echo Park – Elysian Valley Community Plan. Land uses close to the project site consist of both residential and commercial uses. Properties to the north across the alley are zoned R2-1VL and RD1.5-1VL and are developed with single-family and multi-family residences that range in height from one-story to three-stories. Properties immediately to the east are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a restaurant, a hair salon, a massage parlor, a bakery, and a daycare center. Properties to the south across Sunset Boulevard are zoned [Q]C2-1VL and are developed with a series of one-story commercial buildings, including a tattoo parlor, a massage spa, and a tax preparation business. Properties to the west are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a nail salon, a donut shop, a dental office, a restaurant, a laundromat, and a smoke shop.

STREETS AND CIRCULATION

Sunset Boulevard, adjoining the project site to the south, is a designated Avenue I, dedicated to a right-of-way of 100 feet and a roadway width of 76 feet, and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Public Alley, adjoining the project site to the north, is dedicated to a right-of-way width of 12 feet. A dedication of 4 feet is required and provided.

APPEAL ANALYSIS

On December 6, 2023, the Director of Planning issued a Letter of Determination approving TOC and Site Plan Review entitlements for a project at 2511, 2513, 2515, and 2517 West Sunset Boulevard (Exhibit B). On December 20, 2023 and December 21, 2023, the Department of City Planning received two (2) appeals of the project from Michael Ortiz on behalf of the Sunset-Rampart Business District & Neighbors (herein after referred to as “Appellant A”) and the Supporters Alliance for Environmental Responsibility (also known as “SAFER” and herein after referred to as “Appellant B”). Appellant A is appealing the entire determination while Appellant B is appealing only the Site Plan Review entitlement. All appeals are provided in their entirety as Exhibits E and F for reference.

The following section provides a summary of the appellants’ points and responses from Planning staff to each point. Planning staff considered each appeal and organized their arguments into three (3) separate points as follows:

Appeal Point 1: *The project’s impact on current and future residents was not sufficiently considered by the decision-maker. The incentives granted under the TOC program are inappropriate and concerns regarding the project’s potential impacts on Sunset Boulevard and the surrounding community, particularly regarding safety, traffic, and parking, have not been adequately addressed.*

Appellant A claims that the project will have an impact on the surrounding community that was not sufficiently considered by the Director of Planning before the Transit Oriented Communities and Site Plan Review entitlements were granted. Specifically, Appellant A asserts that the project will adversely impact the area by contributing to increased traffic on Sunset Boulevard and exacerbating an existing parking shortage in the community. Furthermore, Appellant A takes issue with the Incentives granted under the TOC program to approve the project as proposed, particularly the reduction of required setbacks and open space. Appellant A argues that, due to these issues, the project fails to address "the makeup and safety concerns" of the neighborhood adequately, and therefore, the entitlements were inappropriately granted.

Regarding concerns about traffic, on May 1, 2023, the Los Angeles Department of Transportation ("LADOT") reviewed a transportation assessment from Gibson Transportation Consulting, Inc (Exhibit D). Although the project exceeds the screening threshold of 250 net daily vehicle trips according to the City of Los Angeles VMT calculator tool, LADOT determined the project would not have a significant transportation impact under certain transportation impact thresholds. Therefore, the project remains qualified for a Class 32 Categorical Exemption ("Class 32 CE") under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Section 15332.

Pursuant to the TOC Guidelines, TOC projects within a Tier 3 Affordable Housing Incentive Area are eligible to provide vehicle parking at a rate of 0.5 spaces per dwelling unit. However, pursuant to California Government Code Section 65863.2 (AB 2097), the project is not required to provide any on-site vehicle parking. California Government Code Section 65863.2 (AB 2097) prohibits the City from imposing a minimum parking requirement on development projects within a half-mile radius from a major transit stop. The project is located within 750 feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603), which qualifies as a major transit stop. As proposed, the project will provide 74 residential vehicle parking spaces and 5 commercial vehicle parking spaces within a two-level subterranean garage. Additionally, the project will provide 87 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. Therefore, residents and commercial patrons will have a number of transportation methods at their disposal when traveling to and from the proposed project. The applicant provides no evidence to support their claim that the project will significantly impact the neighborhood's existing parking situation.

The project involves the demolition of an existing grocery store, recycling center, and surface parking lot and the construction, use, and maintenance of a five-story mixed-use building that will include 121 dwelling units, 13 of which will be reserved for Extremely Low Income Households. Under the Transit Oriented Communities ("TOC") program, the project is eligible for Base Incentives and up to three (3) incentives from the Additional Incentives category. The project qualifies for Tier 3 Incentives, which allow for increased height, a reduction in the required open space, and a reduction in the required setbacks. The project site is zoned [Q] C2-1VL which requires which requires that the residential portions of mixed-use projects abide by the side yard and rear yard setback requirements of the R4 Zone. However, pursuant to the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements of the RAS3 Zone as outlined in LAMC Section 12.10.5. As such, the project per LAMC Section 12.14 C.2 is required to provide a minimum side yard setback of 8 feet and a minimum rear yard setback of 17 feet. The applicant is requesting three incentives under the additional incentives category. One of the incentives is to permit a side yard setback of 5 feet in lieu of the required eight feet and to permit a rear yard setback of 15 feet in lieu of the required 17 feet. In exchange for these incentives, the project will reserve 13 units (10 percent of the total proposed units and 18 percent of the base 71 units allowed on the property) for Extremely Low Income Households. Additional Incentives are intended to facilitate the construction of additional residential dwelling units and Restricted Affordable Housing Units. As proposed, the project

complies with the TOC Guidelines, so the Additional Incentives—including the reductions in setbacks and open space called out by Appellant A—have been appropriately granted.

In conclusion, Appellant A's appeal justification raises unsupported concerns. There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (Chapter 1 of the Los Angeles Municipal Code Section 12.22.A.25(b)). The appellant has not identified an objective public health or safety standard upon which to base this argument. Consequently, there is no substantial evidence to make the finding to deny the proposed project. The Director's Determination, dated December 6, 2023, and the Class 32 CE, prepared by Meridian Consultants, demonstrate that the project has been thoroughly studied prior to approval. For the reasons explained above, the Director of Planning's decision was appropriate.

Appeal Point 2: *Approval of the project will contribute to increased rents and a rise in homelessness.*

The proposed project involves the demolition of an existing grocery store, recycling center, and surface parking lot and the construction, use, and maintenance of a five-story mixed-use building located at 2511, 2513, 2515, and 2517 West Sunset Boulevard. The project will include 121 dwelling units, 13 of which will be reserved for Extremely Low Income Households. The project's unit mix will be comprised of 73 studio units, 36 one-bedroom units, and 12 two-bedroom units. As proposed, the project will provide housing opportunities that will be accessible to households of various incomes and sizes.

Appellant A makes a general claim that the project will result in increased rents and a rise in the unhoused population. However, Appellant A provides no evidence within their appeal to support this claim. Furthermore, these issues are not a basis for granting or denying the project under the TOC Guidelines or the Los Angeles Municipal Code. Therefore, the Director of Planning's decision was appropriate.

Appeal Point 3: *The Director of Planning's approval of a Site Plan Review entitlement was inappropriate because the project does not qualify for a Class 32 Categorical Exemption.*

On December 6, 2023, the Director of Planning issued a Class 32 CE for the subject case (Environmental Case No. ENV-2023-2029-CE, Exhibit C), prepared by Meridian Consultants, which found that the subject project is exempt from the California Environmental Quality Act ("CEQA"). According to the State CEQA Guidelines, Section 15332, Class 32 (Infill Development Project), a Class 32 CE may be used for infill development projects within an urbanized area provided that the project meets the following criteria:

> (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
> (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
> (c) The project site has no value as habitat for endangered, rare or threatened species;
> (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
> (e) The site can be adequately served by all required utilities and public services.

Additionally, the State CEQA Guidelines provide that a Class 32 CE may not be used if any of the following five (5) exceptions apply: (a) cumulative impact; (b) significant effect; (c) scenic highways; (d) hazardous waste sites; and (e) historical resources.

A local agency's determination that a project falls within a Categorical Exemption includes an implied finding that none of the exceptions identified in the State CEQA Guidelines apply. Therefore, the burden of proof shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal. App. 4th 1012, 1022-23.)

Appellant B claims that the Class 32 CE was granted in error because the project is not exempt from CEQA and that the City must instead produce a Mitigated Negative Declaration ("MND") or Environmental Impact Report ("EIR") to demonstrate compliance with CEQA. However, Appellant B fails to specify why the project would not qualify for a Class 32 CE and provides no evidence to support their claim that the Class 32 CE for the project is deficient. The CEQA Determination includes substantial evidence that the Class 32 CE applies to the proposed project and that no exceptions to the Categorical Exemption apply. Therefore, the Director of Planning's decision l was appropriate and the Class 32 CE adequately addresses all impacts related to the proposed project.

STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the findings in the Director's Determination, the proposed project fully complies with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program, Site Plan Review and the California Environmental Quality Act. Planning staff evaluated the proposed project and determined that it meets the Transit Oriented Communities Program requirements. Based on the complete plans submitted by the applicant and considering the appellants' arguments for appeal, staff finds that the project meets the required findings. Furthermore, the appeals of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the Los Angeles City Planning Commission deny the appeals, determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project, sustain the decision of the Director of Planning in approving the a Transit Oriented Communities (TOC) Affordable Housing Incentive Program and Site Plan Review, and adopt the Conditions of Approval and Findings of the Director of Planning.

A – PROJECT PLANS (DIR-2023-2028-TOC-SPR-HCA)

2511 SUNSET MIXED-USE

2511 W SUNSET BLVD, LOS ANGELES CA 90026

EXHIBIT "A"
Page No. 1 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

TIGHE
PATRICK **TIGHE** ARCHITECTURE
5757 Venice Blvd
Los Angeles, California 90019
323.424.7594
www.tighearchitecture.com

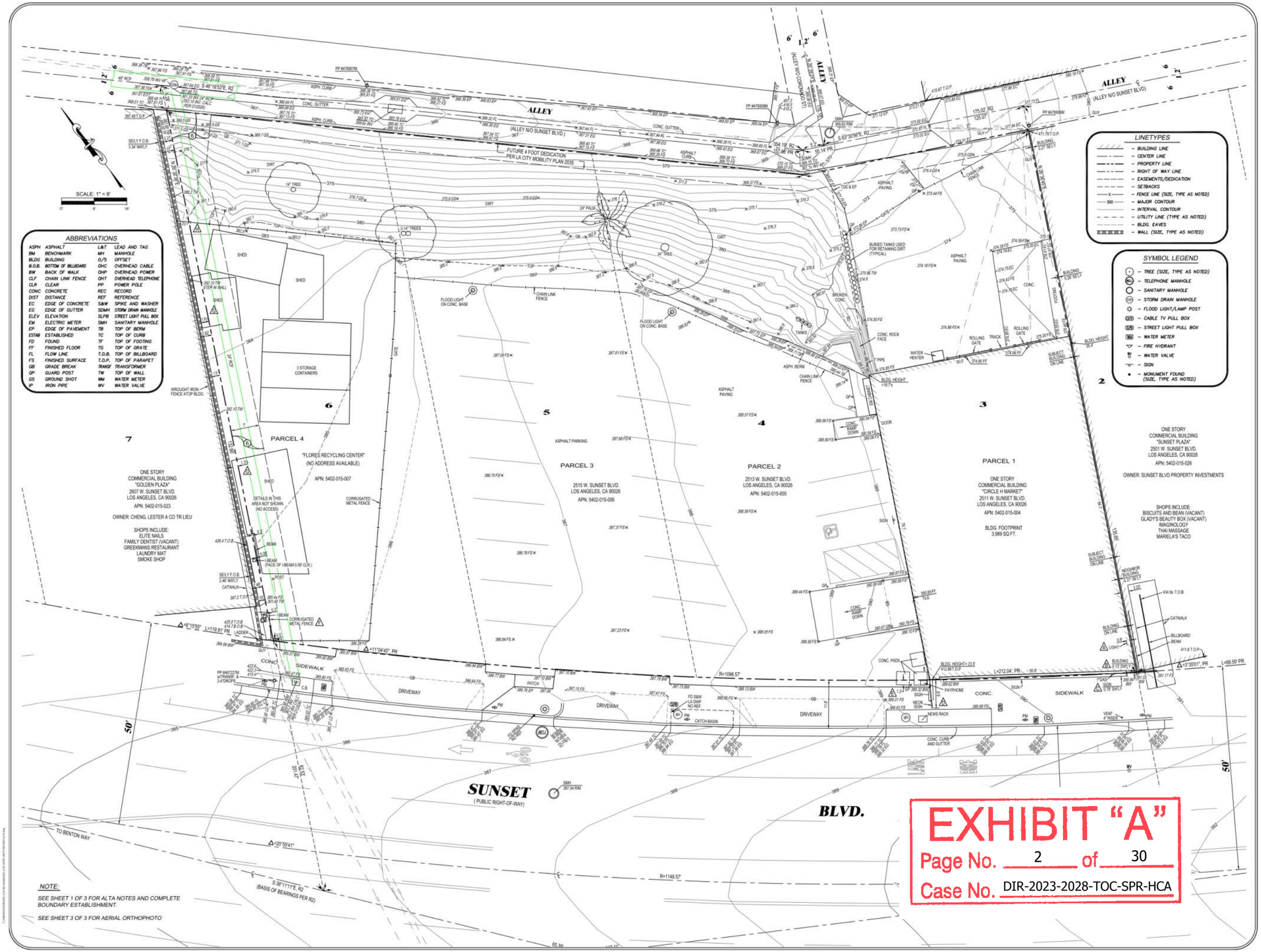
S P C

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

COVER

G000



REVISIONS:

DATE	BY	REVISION
1/13/23	JV	ADDED SD_LINE WITH INVERTS
1/23/23	ME	REVISED SD GRADES

Client:
SIX PEAK CAPITAL
20 W. 22ND ST., SUITE 1001
NEW YORK, NY 10010
Phone:

ALTA/NSPS LAND TITLE SURVEY
2511, 2513, 2515 & 2517 SUNSET BLVD.
LOS ANGELES, CA 90026
DATE: 1/23/23
JOB NO. 2207B (OLD# 1807F)

YOORHEIS & YOORHEIS, INC.
Professional Land Surveyors Since 1974
17049 Sunburst Street, Northridge, CA 91325
Phone: (818) 993-5611
mail@SurveyLA.com

SHEET 2 OF 3

PROJECT INFORMATION

THE NEW CONSTRUCTION CONSISTS OF A NEW 89,719 SF 5 STORY TYPE III-A MIXED-USE 121-UNIT (14 ELI UNITS) MARKET RATE AND AFFORDABLE HOUSING APARTMENT BUILDING AND 3,603 SF COMMERCIAL USE OVER 2 LEVELS OF TYPE IA SUBTERRANEAN PARKING W/ 79 PARKING SPACES, TIER 3 TOC WITH ADDITIONAL INCENTIVES ON A 27,055 SF LOT

OWNER: SIX PEAK CAPITAL

ADDRESS: 2511 W SUNSET BLVD
LOS ANGELES, CA 90026

APN: 5402-015-007, 5402-015-006, 5402-015-005, 5402-015-004

LEGAL DESCRIPTION: LOTS 3,4,5 & 6 IN BLOCK "A" OF GEORGE W. PALMER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 13, PAGE 89 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOT AREA: 27,055 SF

EXISTING ZONING: [Q] C2-1VL

TRANSIT ORIENTED COMM.: TIER 3

F.A.R.: [SEE G021]	BASE	T.O.C. INCREASE
	[1.5:1] 40,583 SF	**[3.75:1] 101,456.25 SF**

LOT DENSITY:
LOT AREA (27,055 SF) + 1/2 ALLEY (1,279 SF)=28,334 SF
BASE
28,334 SF / 400 SF PER D.U. (R4) = **71** (70.83) UNITS
T.O.C. INCREASE
71 + 70% = **121** (120.7) UNITS

AFFORDABLE UNITS: TIER 3 (10%) EXTREMELY LOW INCOME UNITS
121 UNITS x 10% = 12.1 = 13 E.L.I.

HEIGHT LIMIT:		
	1VL HT DISTRICT - BASE	45 FT (3 STORIES)
	SPECIAL PROVISION (PER LAMC 12.21.1.B2)	+ 12 FT
	T.O.C. INCREASE	+ 22 FT (2 STORIES)
	MAX HT ALLOWED	**79 FT (5 STORIES)**

SETBACKS	BASE C2	REQUIRED	PROVIDED
	FRONT YARD:	0 FT	0 FT
	R4->T.O.C. RAS3 SETBACKS		
	SIDE YARD:	8 FT	5 FT
	REAR YARD:	17 FT	15 FT

T.O.C. INCENTIVES:
1. HEIGHT INCREASE +22FT (+2 STORIES)
2. REDUCTION OF SIDE AND REAR YARDS TO RAS3 ZONE REQ.
3. OPEN SPACE 25% REDUCTION

LOADING ZONE IS NOT PROVIDED PER EXEMPTION 12.21.C.6.(g)

ZONING AREA CALCS [SEE G020]

GENERAL		
CIRCULATION	5	9,450 SF
COMMERCIAL	2	3,603 SF
LOBBY	1	913 SF
OVERHEAD PROJECTION	1	323 SF
POOL EQUIPMENT RM	1	120 SF
REC ROOM	11	9,705 SF
RESTROOM	1	59 SF
TELECOM	5	236 SF
TRASH ROOM	6	590 SF
GENERAL	33	24,999 SF
RESIDENTIAL		
1 BD	36	21,208 SF
2 BD	12	10,806 SF
STUDIO	73	29,162 SF
RESIDENTIAL	121	61,177 SF
RESIDENTIAL MEZZANINE		
1 BD	4	768 SF
2 BD	1	112 SF
STUDIO	19	2,664 SF
RESIDENTIAL MEZZANINE	24	3,544 SF
FAR TOTAL ZONING AREA	178	89,719 SF

OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
T.O.C. (-25%)			3,137 SF
TOTAL OPEN SPACE REQUIRED			**9,413 SF**

MAX APPLICABLE REC ROOM 25%	
9,413 SF x 25%	2,353 SF
OPEN SPACE PROVIDED	
COURTYARD	2,926 SF
REC ROOM (G)	1,158 SF
REC ROOM (H)	471 SF
REC ROOM (I)	724 SF
ROOF AREA	4,139 SF
TOTAL OPEN SPACE	9,419 SF

PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
121	0.5 / UNIT (T.O.C)	58	0	3	61
TOTAL RES. PARKING REQUIRED		58	0	3	61

COMMERCIAL

AREA	FACTOR	STD	COMP	ADA	TOTAL
3,603 SF	1 / 500 SF	6	0	1	7
TOC REDUCTION (-30%)		-2	0	0	-2
TOTAL COMM. PARKING REQ'D		4	0	1	5

TOTAL PARKING PROVIDED	STD	COMP	ADA	TOTAL
RESIDENTIAL PARKING	68	3	3	74
COMMERCIAL PARKING	4	0	1	5
TOTAL PARKING PROVIDED	**72**	**3**	**4**	**79**

TOTAL PARKING PER LEVEL	STD	COMP	ADA	TOTAL
PARKING LEVEL 1 TOTAL	37	2	2	41
PARKING LEVEL 2 TOTAL	35	1	2	38

SHEET INDEX

BICYCLE PARKING CALCULATIONS

RESIDENTIAL BICYCLE PARKING REQUIRED		
TYPE	LONG	SHORT
1-25 UNITS	1 / UNIT	1 / 10 UNITS
	25 REQ'D	2.5 REQ'D
26-100 UNITS	1 / 1.5 UNIT	1 / 15 UNITS
	50 REQ'D	5 REQ'D
101-121 UNITS	1 / 2 UNITS	1 / 20 UNITS
	10 REQ'D	1 REQ'D
TOTAL REQ'D	85 LONG TERM	9 SHORT TERM

COMMERCIAL BICYCLE PARKING REQUIRED		
REQUIRED:	1 PER 2,000 SF	1 PER 2,000 SF
	2 LONG TERM	**2 SHORT TERM**

BICYCLE PARKING PROVIDED		
RESIDENTIAL	85 LONG TERM	9 SHORT TERM
COMMERCIAL	2 LONG TERM	2 SHORT TERM
TOTAL	**87 LONG TERM**	**11 SHORT TERM**

EXHIBIT "A"
Page No. 3 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

TIGHE
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S P C

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

PROJECT DATA

G001

EXHIBIT "A"
Page No. 4 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

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PLANNING SET
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RENDERINGS
ENLARGED SUNSET ELEVATION PERSPECTIVE

G007

EXHIBIT "A"
Page No. 5 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

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11/27/2023

RENDERINGS
SUNSET ELEVATION TWILIGHT

G008

EXHIBIT "A"
Page No. 6 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

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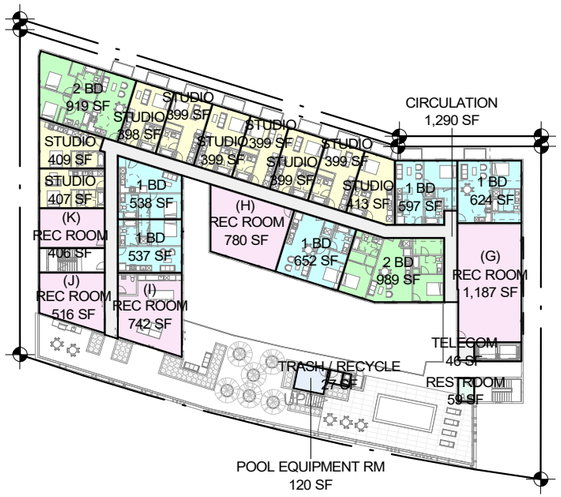
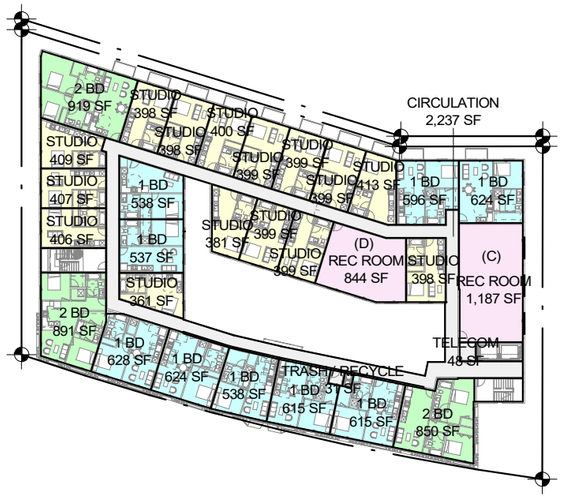
PLANNING SET
11/27/2023

RENDERINGS
SUNSET ELEVATION DAYTIME

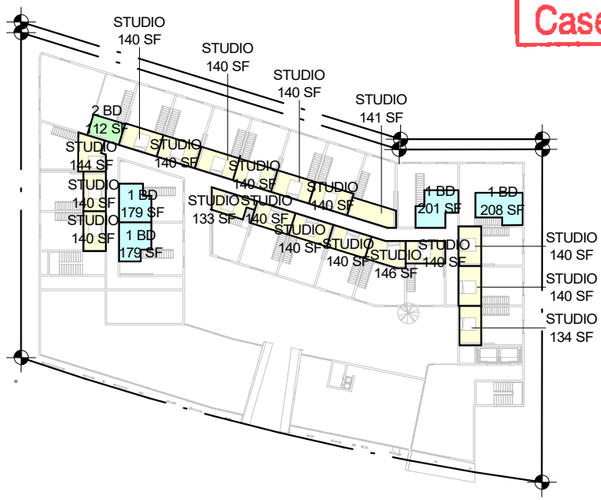
G009



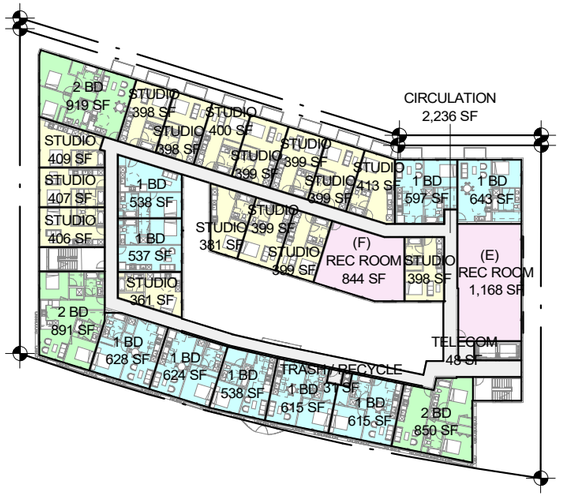
FIFTH LEVEL 6
1" = 60'-0"



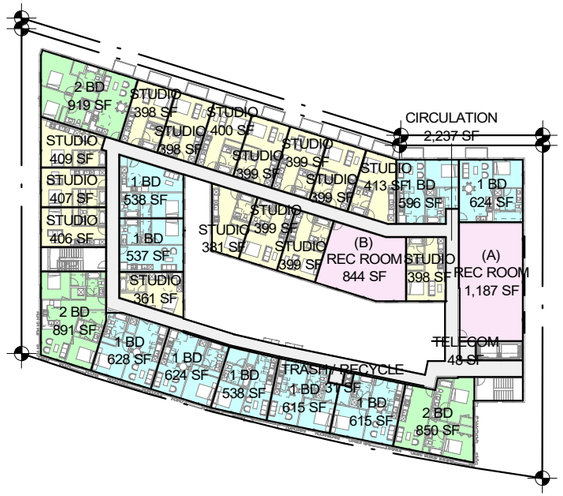
THIRD LEVEL 4
1" = 60'-0"



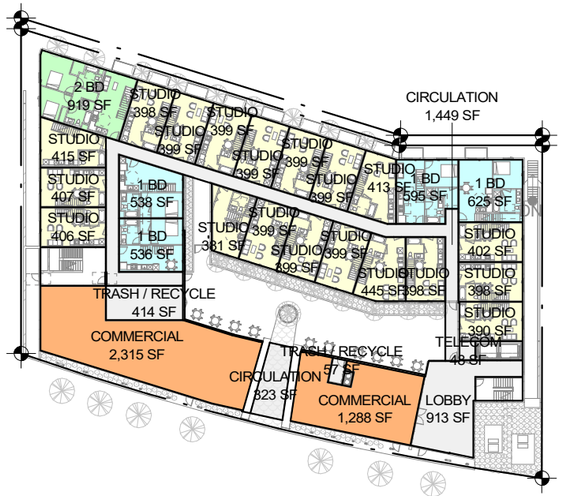
MEZZANINE 2
1" = 60'-0"



FOURTH LEVEL 5
1" = 60'-0"



SECOND LEVEL 3
1" = 60'-0"



GROUND LEVEL 1
1" = 60'-0"

ZONING AREA CALCS [SEE G020]		
GENERAL		
CIRCULATION	5	9,450 SF
COMMERCIAL	2	3,603 SF
LOBBY	1	913 SF
OVERHEAD PROJECTION	1	323 SF
POOL EQUIPMENT RM	1	120 SF
REC ROOM	11	9,705 SF
RESTROOM	1	59 SF
TELECOM	5	236 SF
TRASH ROOM	6	590 SF
GENERAL	33	24,999 SF
RESIDENTIAL		
1 BD	36	21,208 SF
2 BD	12	10,806 SF
STUDIO	73	29,162 SF
RESIDENTIAL	121	61,177 SF
RESIDENTIAL MEZZANINE		
1 BD	4	768 SF
2 BD	1	112 SF
STUDIO	19	2,664 SF
RESIDENTIAL MEZZANINE	24	3,544 SF
FAR TOTAL ZONING AREA	178	89,719 SF

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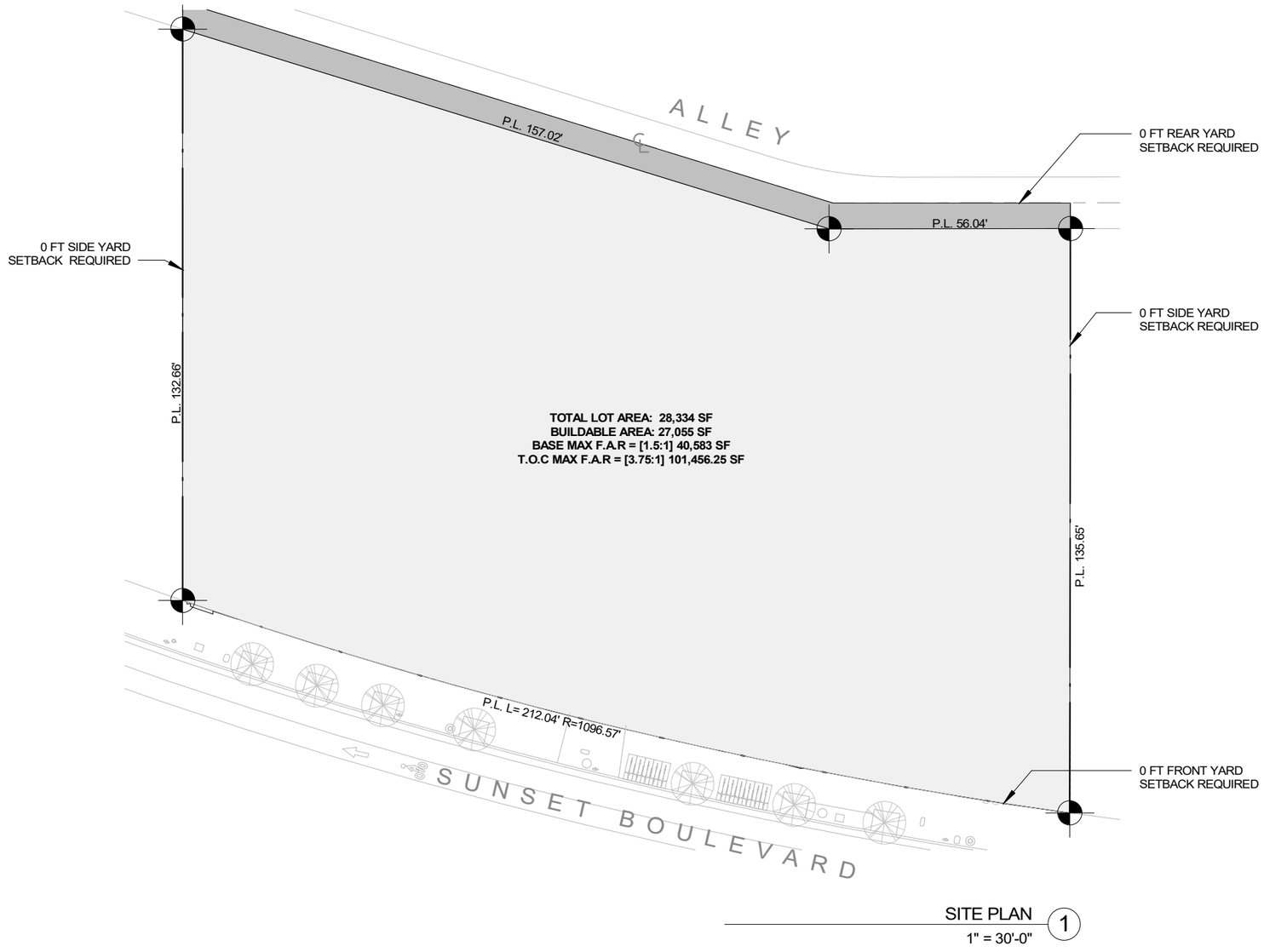
PLANNING SET
11/27/2023

ZONING AREA CALCULATIONS
PHASE 1

G020

EXHIBIT "A"
Page No. 8 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



SITE PLAN 1
1" = 30'-0"

SITE DENSITY CALCULATIONS	
TOTAL LOT AREA	27,055 SF
DENSITY LOT AREA (27,055 SF) + 1/2 ALLEY (1,279 SF)= 28,334 SF BASE 28,334 SF / 400 SF PER D.U. (R4) = **71** (70.83) UNITS **T.O.C. INCREASE** 71 + 70% = **121** (120.7) UNITS	
121 TOTAL UNITS PROVIDED	

FLOOR TO AREA RATIO (FAR)	
BUILDABLE AREA	27,055 SF
BASE 27,055 SF X 1.5 = 40,583 SF MAX. ALLOWED T.O.C. INCREASE 27,055 SF X 3.75 = 101,456.25 SF PROPOSED	

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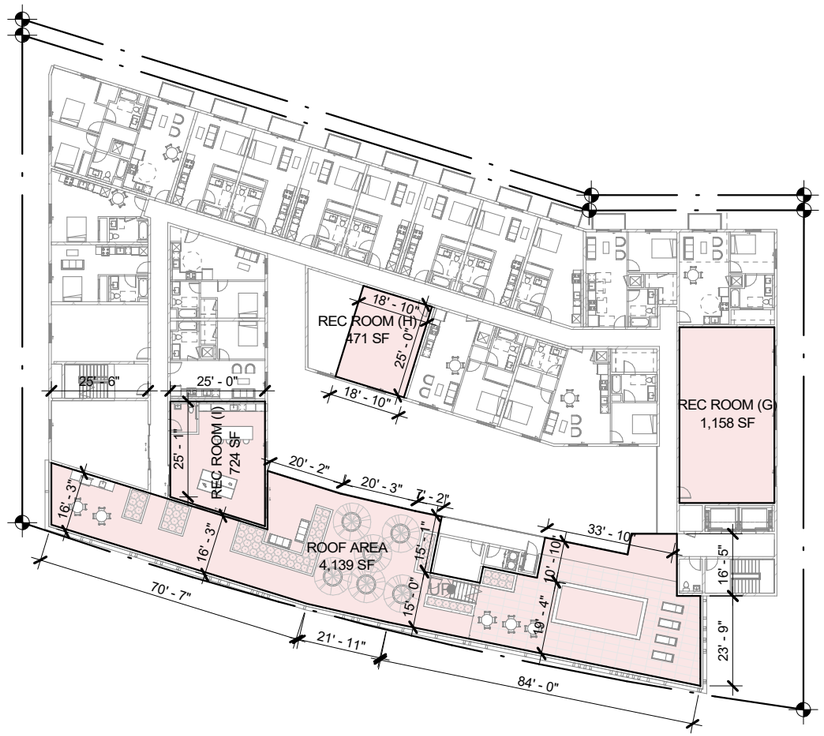
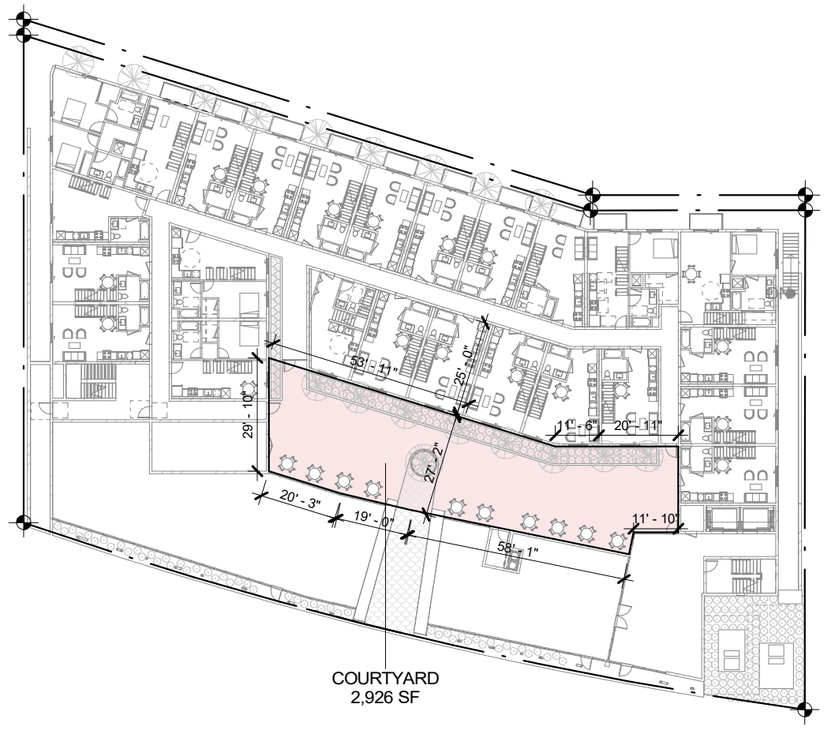
BUILDABLE AREA DIAGRAM

G021

EXHIBIT "A"
Page No. 9 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



FIFTH LEVEL PLAN 6
1" = 40'-0"



GROUND LEVEL 1
1" = 40'-0"

OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
T.O.C. (-25%)			3,137 SF
TOTAL OPEN SPACE REQUIRED			**9,413 SF**

MAX APPLICABLE REC ROOM 25%

9,413 SF x 25%	2,353 SF

OPEN SPACE PROVIDED

COURTYARD	2,926 SF
REC ROOM (G)	1,158 SF
REC ROOM (H)	471 SF
REC ROOM (I)	724 SF
ROOF AREA	4,139 SF
TOTAL OPEN SPACE	9,419 SF

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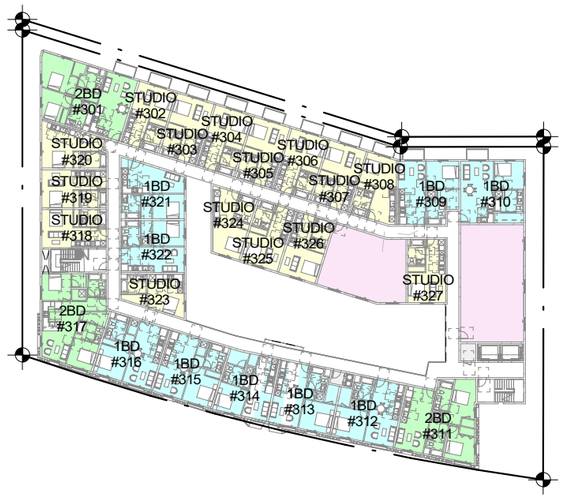
11/27/2023

OPEN SPACE AREA CALC

G022

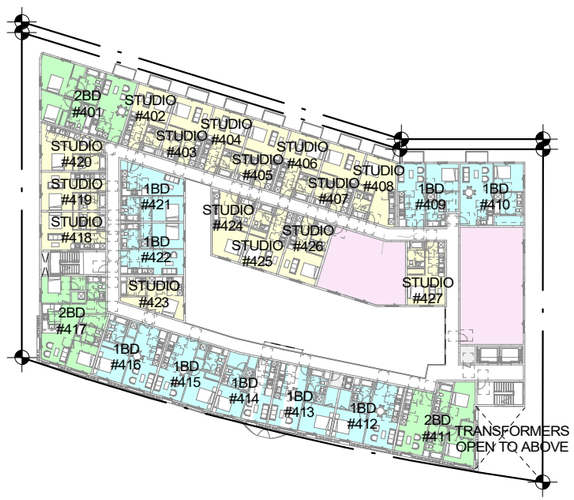
EXHIBIT "A"
Page No. 10 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

FIFTH LEVEL PLAN 5
1" = 60'-0"



THIRD LEVEL PLAN 3
1" = 60'-0"

MEZZANINE LEVEL PLAN 6
1" = 60'-0"



FOURTH LEVEL PLAN 4
1" = 60'-0"

SECOND LEVEL PLAN 2
1" = 60'-0"

GROUND LEVEL PLAN 1
1" = 60'-0"

UNIT MIX

UNIT #	UNIT TYPE
GROUND LEVEL	
101	2 BD
102	STUDIO
103	STUDIO
104	STUDIO
105	STUDIO
106	STUDIO
107	STUDIO
108	STUDIO
109	1 BD
110	1 BD
111	STUDIO
112	STUDIO
113	STUDIO
114	STUDIO
115	STUDIO
116	STUDIO
117	1 BD
118	1 BD
119	STUDIO
120	STUDIO
121	STUDIO
122	STUDIO
123	STUDIO
124	STUDIO
SECOND LEVEL	
201	2 BD
202	STUDIO
203	STUDIO
204	STUDIO
205	STUDIO
206	STUDIO
207	STUDIO
208	STUDIO
209	1 BD
210	1 BD
211	2 BD
212	1 BD
213	1 BD
214	1 BD
215	1 BD
216	1 BD
217	2 BD
218	STUDIO
219	STUDIO
220	STUDIO
221	1 BD
222	1 BD
223	STUDIO
224	STUDIO
225	STUDIO
226	STUDIO
227	STUDIO
THIRD LEVEL	
301	2 BD
302	STUDIO
303	STUDIO
304	STUDIO
305	STUDIO
306	STUDIO
307	STUDIO
308	STUDIO
309	1 BD
310	1 BD
311	2 BD
312	1 BD
313	1 BD
314	1 BD
315	1 BD
316	1 BD
317	2 BD
318	STUDIO
319	STUDIO
320	STUDIO
321	1 BD
322	1 BD
323	STUDIO
324	STUDIO
325	STUDIO
326	STUDIO
327	STUDIO

UNIT #	UNIT TYPE
FOURTH LEVEL	
401	2 BD
402	STUDIO
403	STUDIO
404	STUDIO
405	STUDIO
406	STUDIO
407	STUDIO
408	STUDIO
409	1 BD
410	1 BD
411	2 BD
412	1 BD
413	1 BD
414	1 BD
415	1 BD
416	1 BD
417	2 BD
418	STUDIO
419	STUDIO
420	STUDIO
421	1 BD
422	1 BD
423	STUDIO
424	STUDIO
425	STUDIO
426	STUDIO
427	STUDIO
FIFTH LEVEL	
501	2 BD
502	STUDIO
503	STUDIO
504	STUDIO
505	STUDIO
506	STUDIO
507	STUDIO
508	STUDIO
509	1 BD
510	1 BD
511	STUDIO
512	STUDIO
513	1 BD
514	1 BD
515	1 BD
516	2 BD

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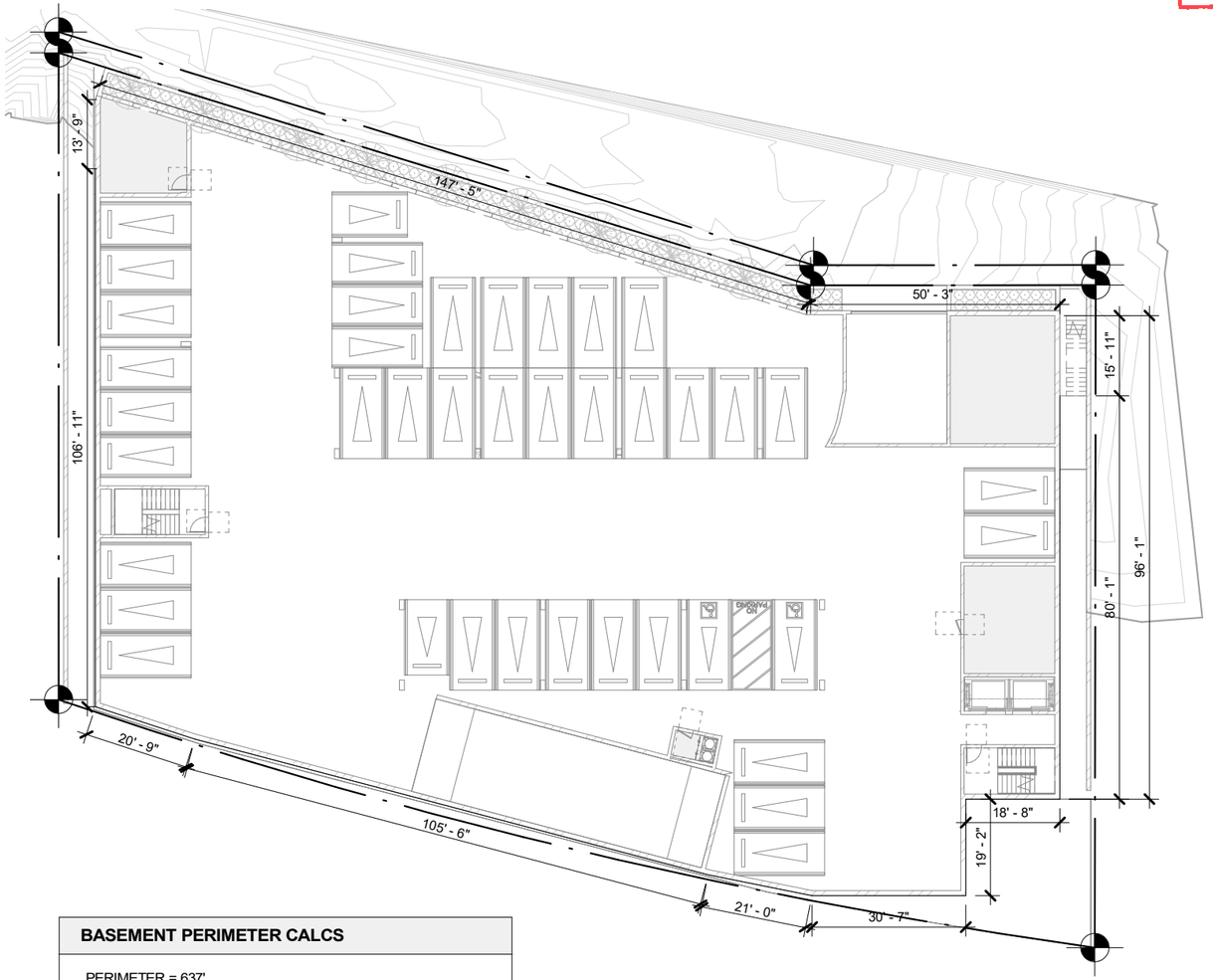
PLANNING SET
11/27/2023

ELI UNITS AND UNIT MIX DIAGRAM

G026

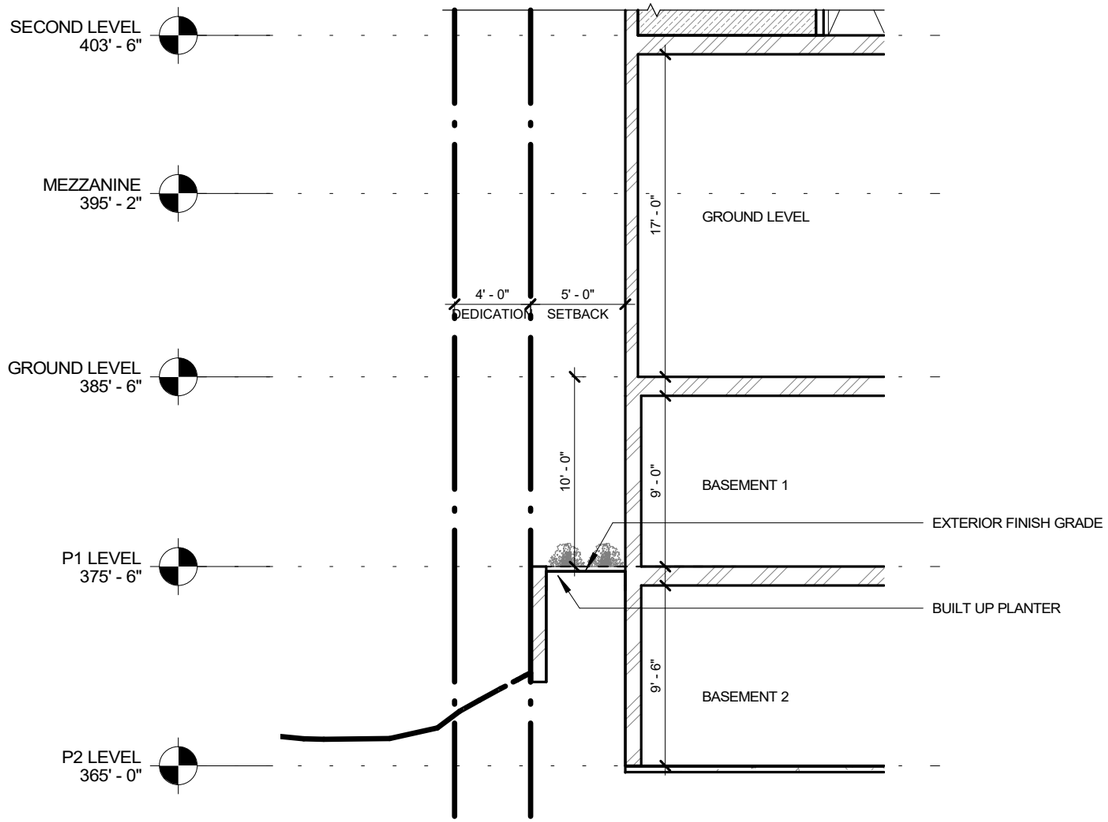
EXHIBIT "A"
Page No. 11 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



BASEMENT PERIMETER CALCS

PERIMETER = 637'
BELOW GRADE = 403'
63% OF PARKING LEVEL 1 IS BELOW GRADE

PARKING LEVEL -1 (2)
1" = 30'-0"



FIRST STORY DIAGRAM (1)
1/8" = 1'-0"

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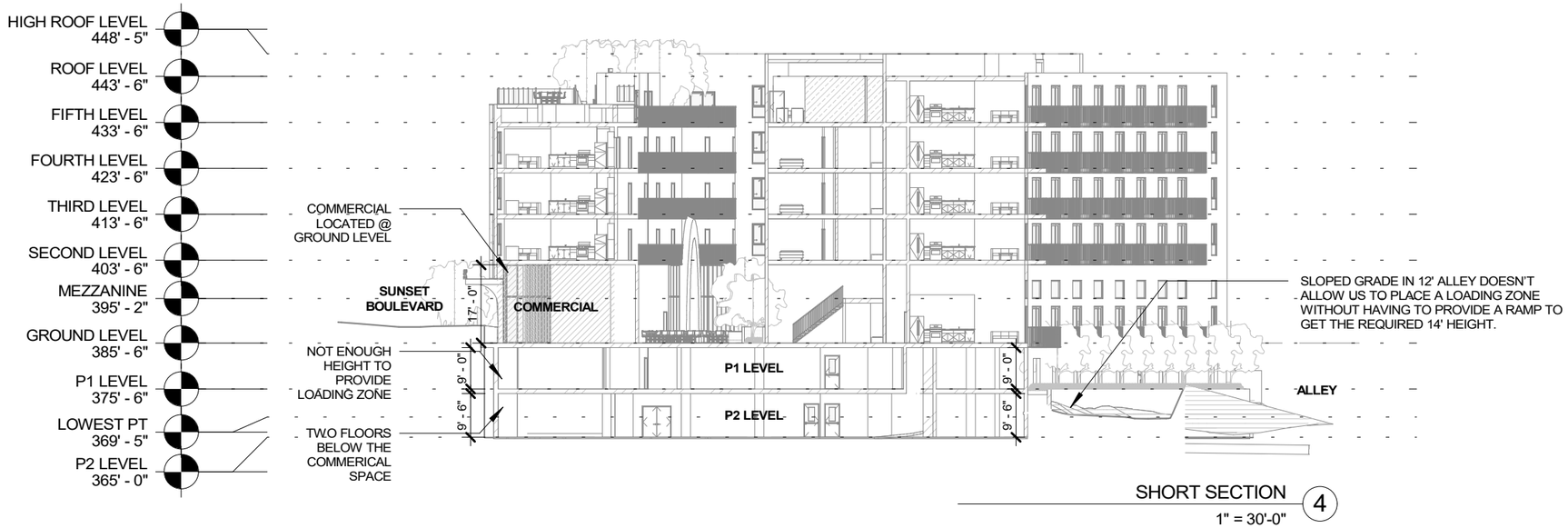
PLANNING SET
11/27/2023

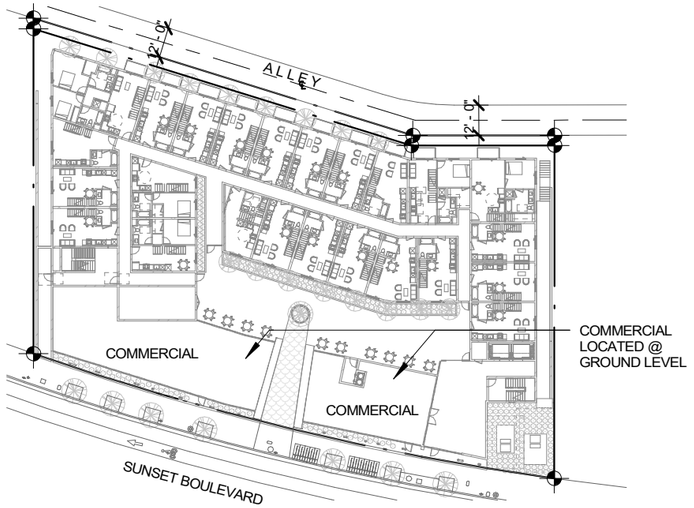
BASEMENT / FIRST STORY DIAGRAM

G027

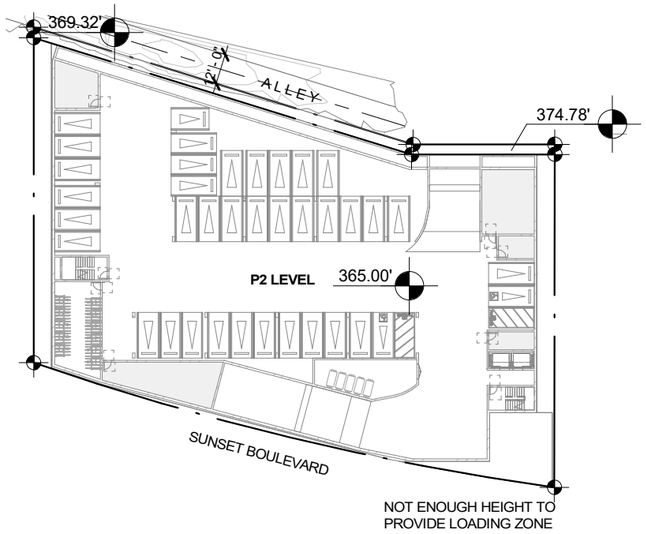
EXHIBIT "A"
Page No. 12 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



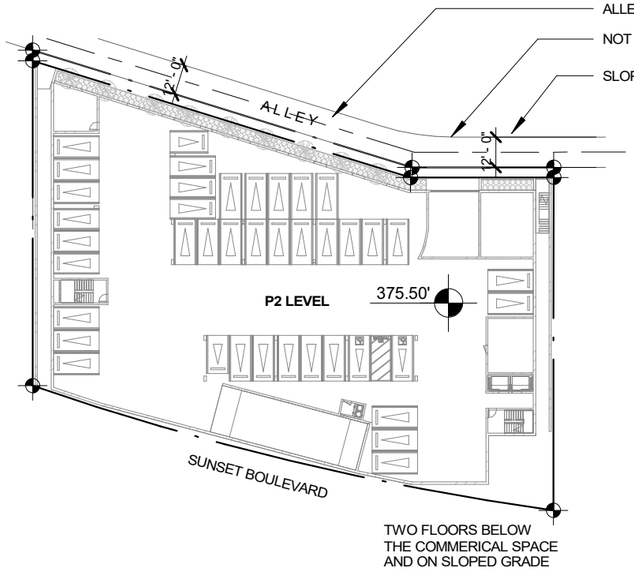
SHORT SECTION 4
1" = 30'-0"



GROUND LEVEL PLAN 3
1" = 60'-0"



PARKING LEVEL -2 1
1" = 60'-0"



PARKING LEVEL -1 2
1" = 60'-0"

LOADING ZONE IS NOT PROVIDED PER EXEMPTION 12.21.C.6.(g)

(G) NO LOADING SPACE SHALL BE REQUIRED ON UNUSUALLY SHAPED LOTS, ODDLY LOCATED LOTS, OR ON HILLSIDE LOTS, WHEN WAIVED BY THE DEPARTMENT OF BUILDING AND SAFETY AS PROVIDED FOR IN SEC. 12.26-B.

• HILLSIDE CONDITION - THE COMMERCIAL AREA THE LOADING ZONE IS INTENDED TO SERVE IS A AT A DIFFERENT ELEVATION. THE LOADING ZONE WOULD EITHER HAVE TO BE LOCATED ON P1 (NOT ENOUGH HEIGHT) OR P2 (TWO FLOORS BELOW THE COMMERCIAL SPACE)

• ODDLY LOCATED LOT - THE ALLEY THAT SITS ADJACENT TO THE SITE IS SUBSTANDARD AND IS ONLY 12' WIDE, 16' INCLUDING THE NEWLY PROVIDED DEDICATION. THIS IS NOT SUFFICIENT BACK UP SPACE TO BACK UP FROM AND IS ALSO NOT EASILY ACCESSIBLE. THE GRADE OF THE ALLEY ALSO DOESN'T ALLOW FOR US TO PLACE A LOADING ZONE WITHOUT HAVING TO PROVIDE SOME SORT OF RAMP TO GET THE REQUIRED 14' HEIGHT. AT BEST, THE LOADING ZONE WOULD BE AT A HALF LEVEL BETWEEN P1 AND P2 WHICH PROPOSES OTHER PROBLEMS IN GETTING EQUIPMENT OR DELIVERIES UP TO COMMERCIAL FACING SUNSET BLVD.

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11/27/2023

LOADING ZONE EXHIBIT

G028

MEZZANINE LEVEL ROOM AREA CALCS 2

1/32" = 1'-0"

GROUND LEVEL ROOM AREA CALCS 1

1/32" = 1'-0"

EXHIBIT "A"
Page No. 13 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

MEZZ MAX ARE CALCS

NAME	GROUND LEVEL AREA	FACTOR	MEZZ AREA MAX
STUDIO	324 SF	/ 3 =	108 SF
STUDIO	375 SF	/ 3 =	125 SF
STUDIO	387 SF	/ 3 =	129 SF
STUDIO	570 SF	/ 3 =	190 SF
STUDIO	611 SF	/ 3 =	203 SF
STUDIO	422 SF	/ 3 =	140 SF
1 BD	365 SF	/ 3 =	121 SF
1 BD	512 SF	/ 3 =	170 SF
1 BD	509 SF	/ 3 =	169 SF
1 BD	393 SF	/ 3 =	131 SF
2 BD	383 SF	/ 3 =	127 SF

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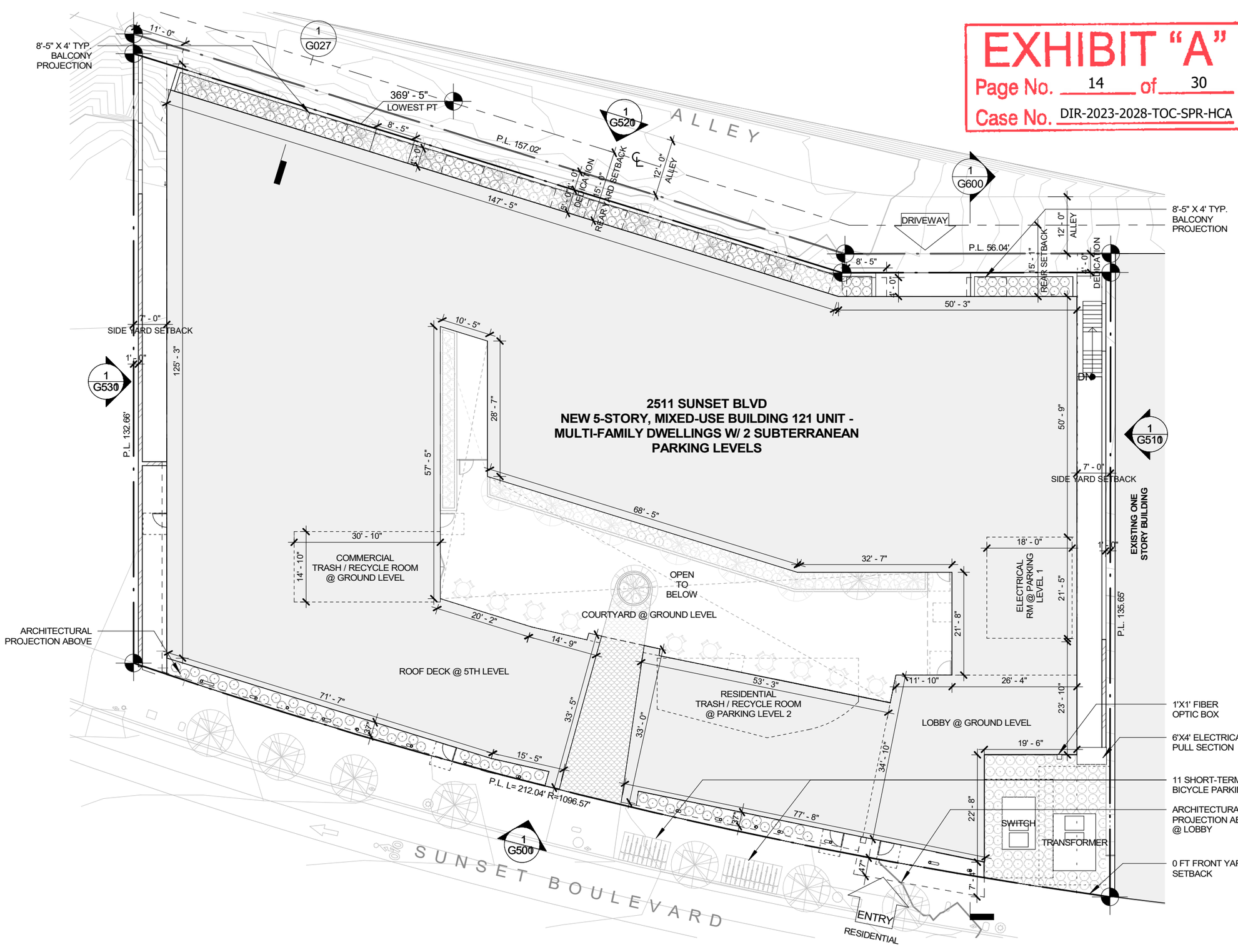
11/27/2023

MEZZANINE AREA CALCS
PHASE 2

G029

EXHIBIT "A"
Page No. 14 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
121	0.5 / UNIT (T.O.C)	58	0	3	61
TOTAL RES. PARKING REQUIRED		58	0	3	61

COMMERCIAL

AREA	FACTOR	STD	COMP	ADA	TOTAL
3,603 SF	1 / 500 SF	6	0	1	7
TOC REDUCTION (-30%)		-2	0	0	-2
TOTAL COMM. PARKING REQ'D		4	0	1	5

TOTAL PARKING PROVIDED	STD	COMP	ADA	TOTAL
RESIDENTIAL PARKING	68	3	3	74
COMMERCIAL PARKING	4	0	1	5
TOTAL PARKING PROVIDED	**72**	**3**	**4**	**79**

TOTAL PARKING PER LEVEL	STD	COMP	ADA	TOTAL
PARKING LEVEL 1 TOTAL	37	2	2	41
PARKING LEVEL 2 TOTAL	35	1	2	38

OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
T.O.C. (-25%)			3,137 SF
TOTAL OPEN SPACE REQUIRED			**9,413 SF**

MAX APPLICABLE REC ROOM 25%	
9,413 SF x 25%	2,353 SF
OPEN SPACE PROVIDED	
COURTYARD	2,926 SF
REC ROOM (G)	1,158 SF
REC ROOM (H)	471 SF
REC ROOM (I)	724 SF
ROOF AREA	4,139 SF
TOTAL OPEN SPACE	9,419 SF

ZONING AREA CALCS [SEE G020]

GENERAL		
CIRCULATION	5	9,450 SF
COMMERCIAL	2	3,603 SF
LOBBY	1	913 SF
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TRASH ROOM	6	590 SF
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2 BD	12	10,806 SF
STUDIO	73	29,162 SF
RESIDENTIAL	121	61,177 SF
RESIDENTIAL MEZZANINE		
1 BD	4	768 SF
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STUDIO	19	2,664 SF
RESIDENTIAL MEZZANINE	24	3,544 SF
FAR TOTAL ZONING AREA	178	89,719 SF

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SPC

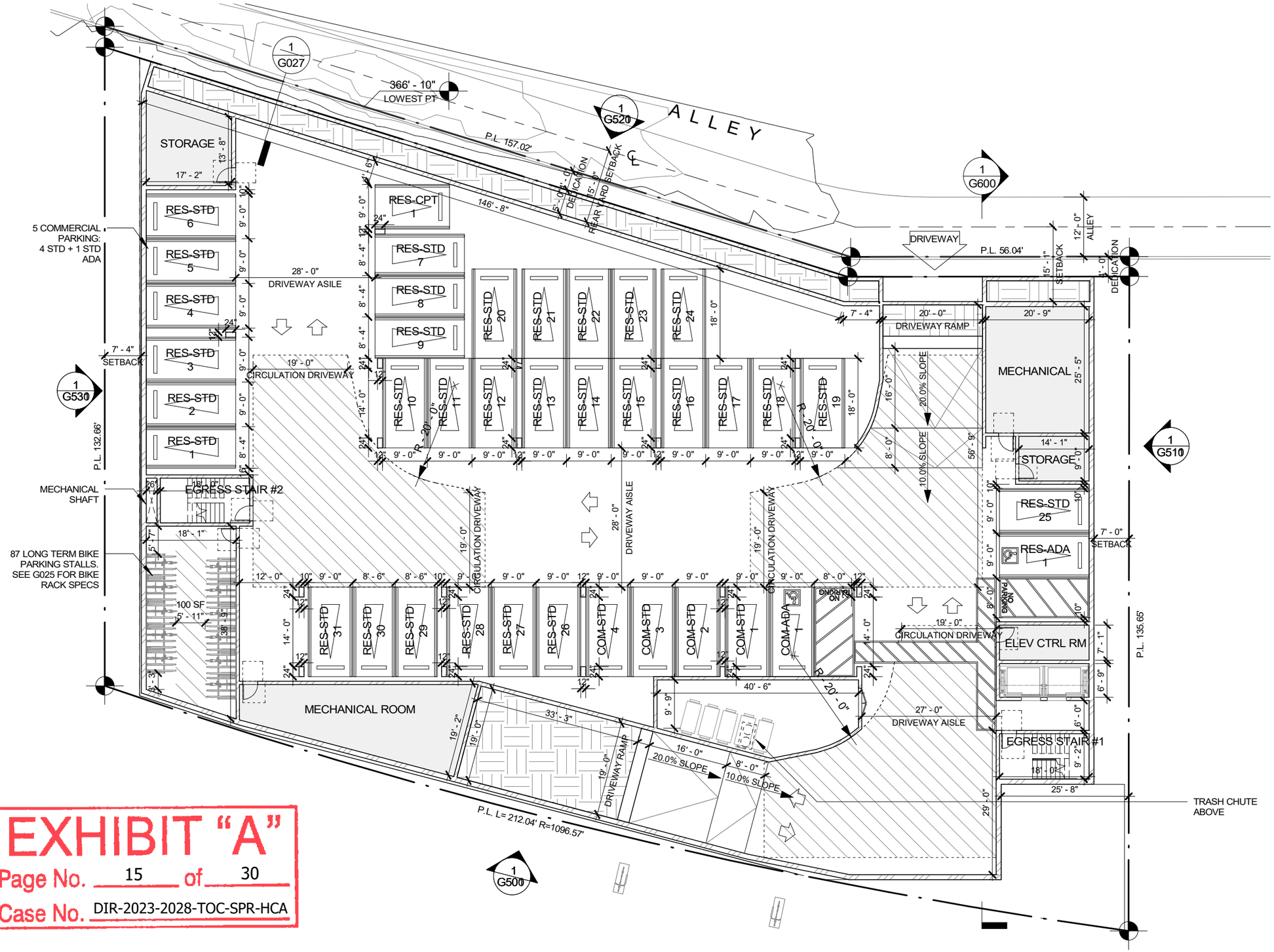
SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

SITE PLAN
1" = 20'-0"

N

G100



PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
121	0.5 / UNIT (T.O.C)	58	0	3	61
TOTAL RES. PARKING REQUIRED		58	0	3	61

COMMERCIAL

AREA	FACTOR	STD	COMP	ADA	TOTAL
3,603 SF	1 / 500 SF	6	0	1	7
TOC REDUCTION (-30%)		-2	0	0	-2
TOTAL COMM. PARKING REQ'D		4	0	1	5

TOTAL PARKING PROVIDED	STD	COMP	ADA	TOTAL
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OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
T.O.C. (-25%)			3,137 SF
TOTAL OPEN SPACE REQUIRED			**9,413 SF**

MAX APPLICABLE REC ROOM 25%	
9,413 SF x 25%	2,353 SF
OPEN SPACE PROVIDED	
COURTYARD	2,926 SF
REC ROOM (G)	1,158 SF
REC ROOM (H)	471 SF
REC ROOM (I)	724 SF
ROOF AREA	4,139 SF
TOTAL OPEN SPACE	9,419 SF

ZONING AREA CALCS [SEE G020]

GENERAL		
CIRCULATION	5	9,450 SF
COMMERCIAL	2	3,603 SF
LOBBY	1	913 SF
OVERHEAD PROJECTION	1	323 SF
POOL EQUIPMENT RM	1	120 SF
REC ROOM	11	9,705 SF
RESTROOM	1	59 SF
TELECOM	5	236 SF
TRASH ROOM	6	590 SF
GENERAL	33	24,999 SF
RESIDENTIAL		
1 BD	36	21,208 SF
2 BD	12	10,806 SF
STUDIO	73	29,162 SF
RESIDENTIAL	121	61,177 SF
RESIDENTIAL MEZZANINE		
1 BD	4	768 SF
2 BD	1	112 SF
STUDIO	19	2,664 SF
RESIDENTIAL MEZZANINE	24	3,544 SF
FAR TOTAL ZONING AREA	178	89,719 SF

EXHIBIT "A"
Page No. 15 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

TIGHE
PATRICK **TIGHE** ARCHITECTURE
5757 Venice Blvd
Los Angeles, California 90019
323.424.7594
www.tighearchitecture.com

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

PARKING LEVEL -2
1" = 20'-0"

N

G200

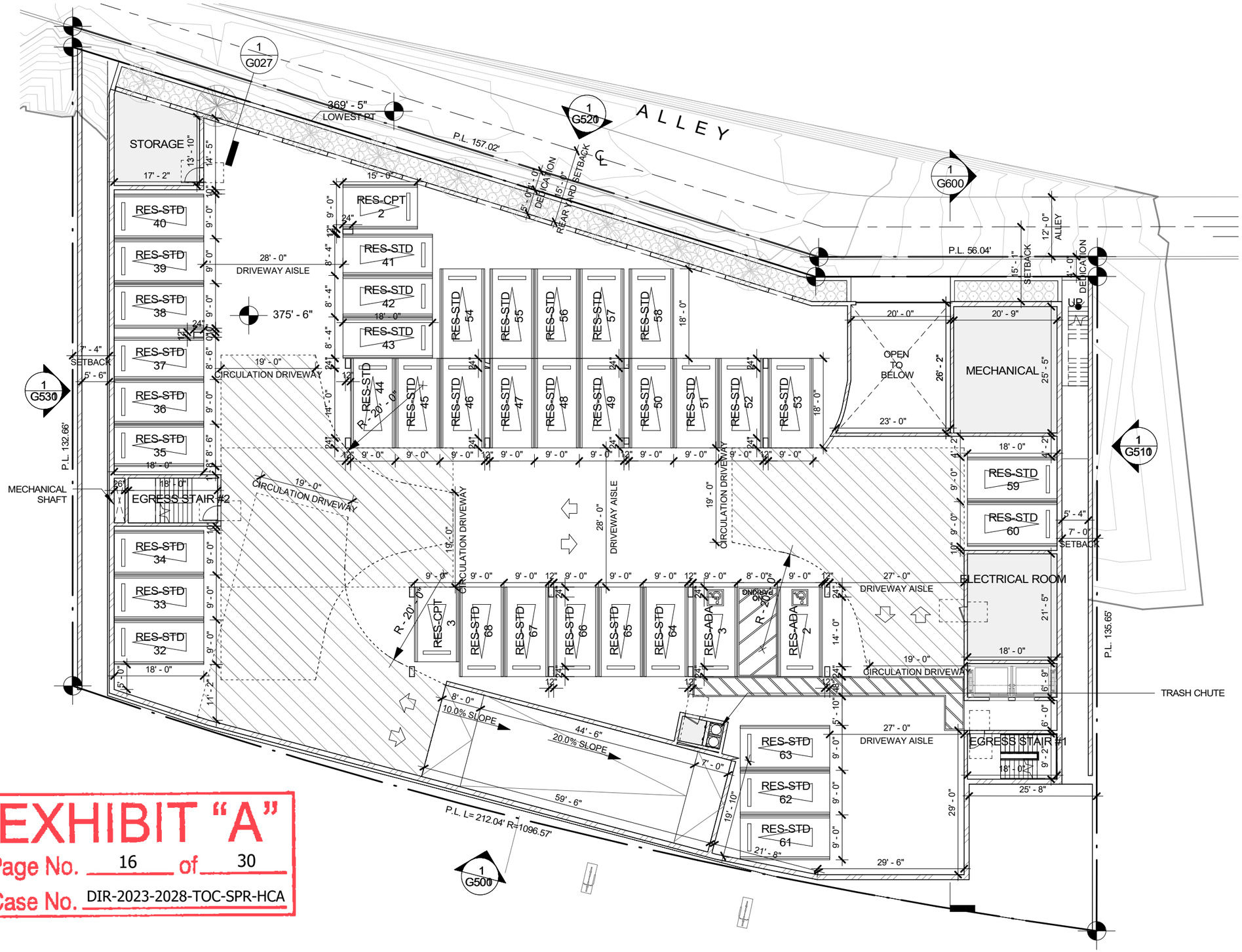

EXHIBIT "A"
Page No. 16 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
121	0.5 / UNIT (T.O.C)	58	0	3	61
TOTAL RES. PARKING REQUIRED		58	0	3	61

COMMERCIAL

AREA	FACTOR	STD	COMP	ADA	TOTAL
3,603 SF	1 / 500 SF	6	0	1	7
TOC REDUCTION (-30%)		-2	0	0	-2
TOTAL COMM. PARKING REQ'D		4	0	1	5

TOTAL PARKING PROVIDED	STD	COMP	ADA	TOTAL
RESIDENTIAL PARKING	68	3	3	74
COMMERCIAL PARKING	4	0	1	5
TOTAL PARKING PROVIDED	**72**	**3**	**4**	**79**

TOTAL PARKING PER LEVEL	STD	COMP	ADA	TOTAL
PARKING LEVEL 1 TOTAL	37	2	2	41
PARKING LEVEL 2 TOTAL	35	1	2	38

OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
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ZONING AREA CALCS [SEE G020]

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SPC

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2511 W SUNSET BLVD
LOS ANGELES CA 90026

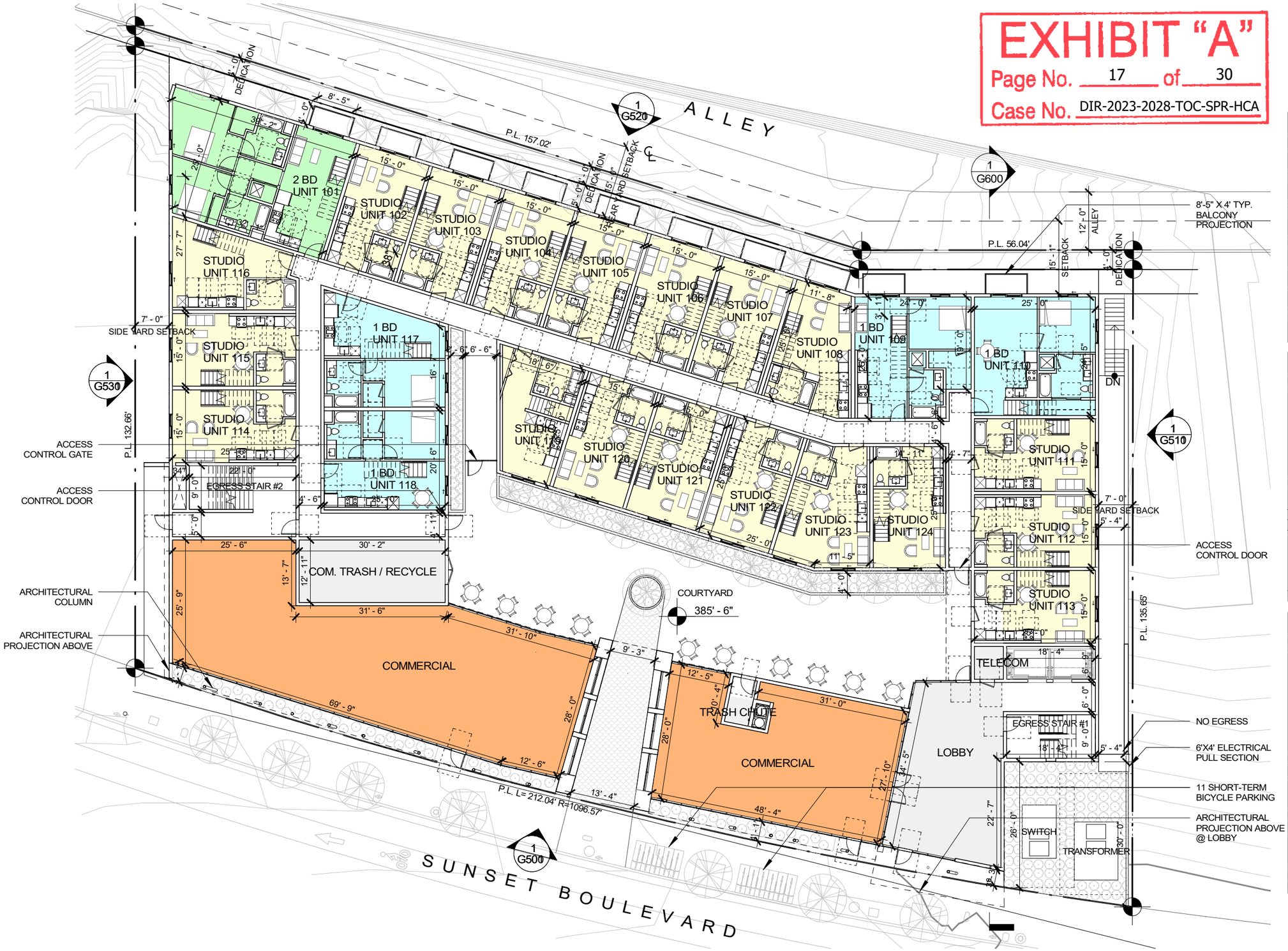
PLANNING SET
11/27/2023

PARKING LEVEL -1
1" = 20'-0"

N

G210

EXHIBIT "A"
Page No. 17 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



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SUNSET MIXED-USE
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LOS ANGELES CA 90026

PLANNING SET
11/27/2023

GROUND LEVEL PLAN
1" = 20'-0"

N

G220

EXHIBIT "A"
Page No. 18 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
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AREA	FACTOR	STD	COMP	ADA	TOTAL
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SPC

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

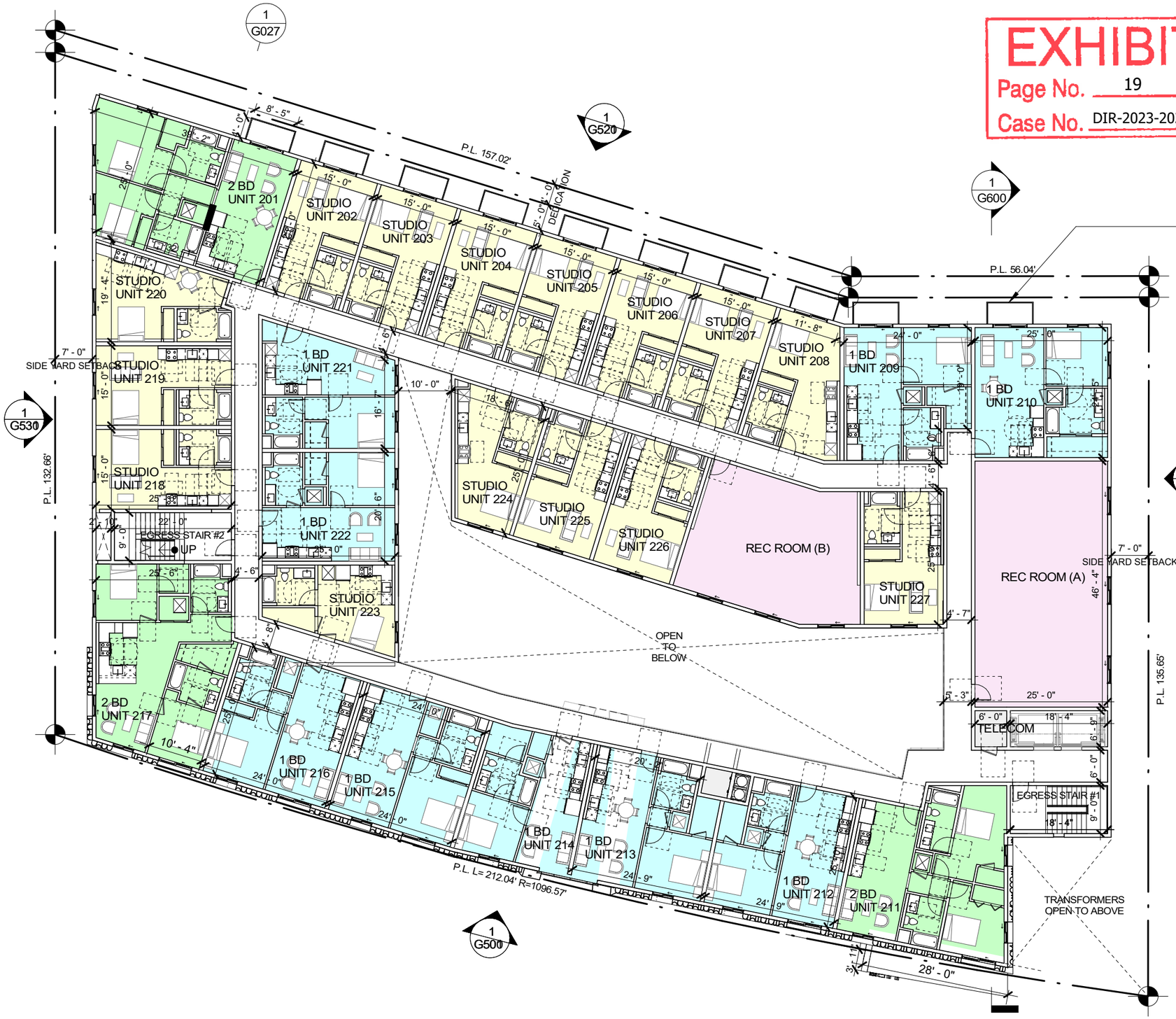
PLANNING SET
11/27/2023

MEZZANINE

N

G221

EXHIBIT "A"
Page No. 19 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



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S P C

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

SECOND LEVEL PLAN
1" = 20'-0"

N

G230

EXHIBIT "A"
Page No. 20 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

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AREA	FACTOR	STD	COMP	ADA	TOTAL
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OPEN SPACE CALCULATIONS

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MAX APPLICABLE REC ROOM 25%

9,413 SF x 25%	2,353 SF

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S P C

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

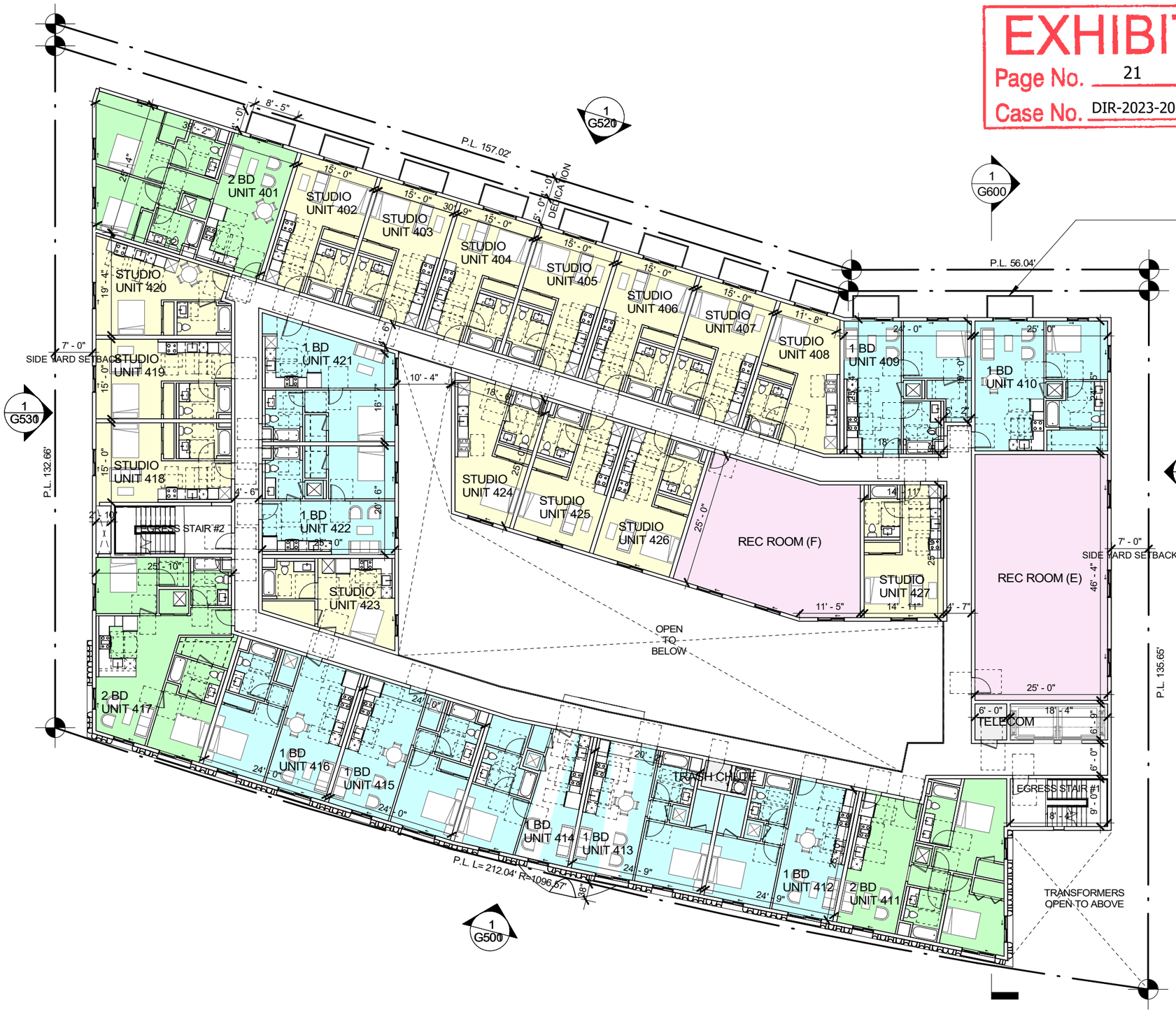
PLANNING SET
11/27/2023

THIRD LEVEL PLAN
1" = 20'-0"

N

G240

EXHIBIT "A"
Page No. 21 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



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S P C

SUNSET MIXED-USE
2511 W SUNSET BLVD
LOS ANGELES CA 90026

PLANNING SET
11/27/2023

FOURTH LEVEL PLAN
1" = 20'-0"

N

G250

FIFTH LEVEL PLAN 1
1" = 20'-0"

PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

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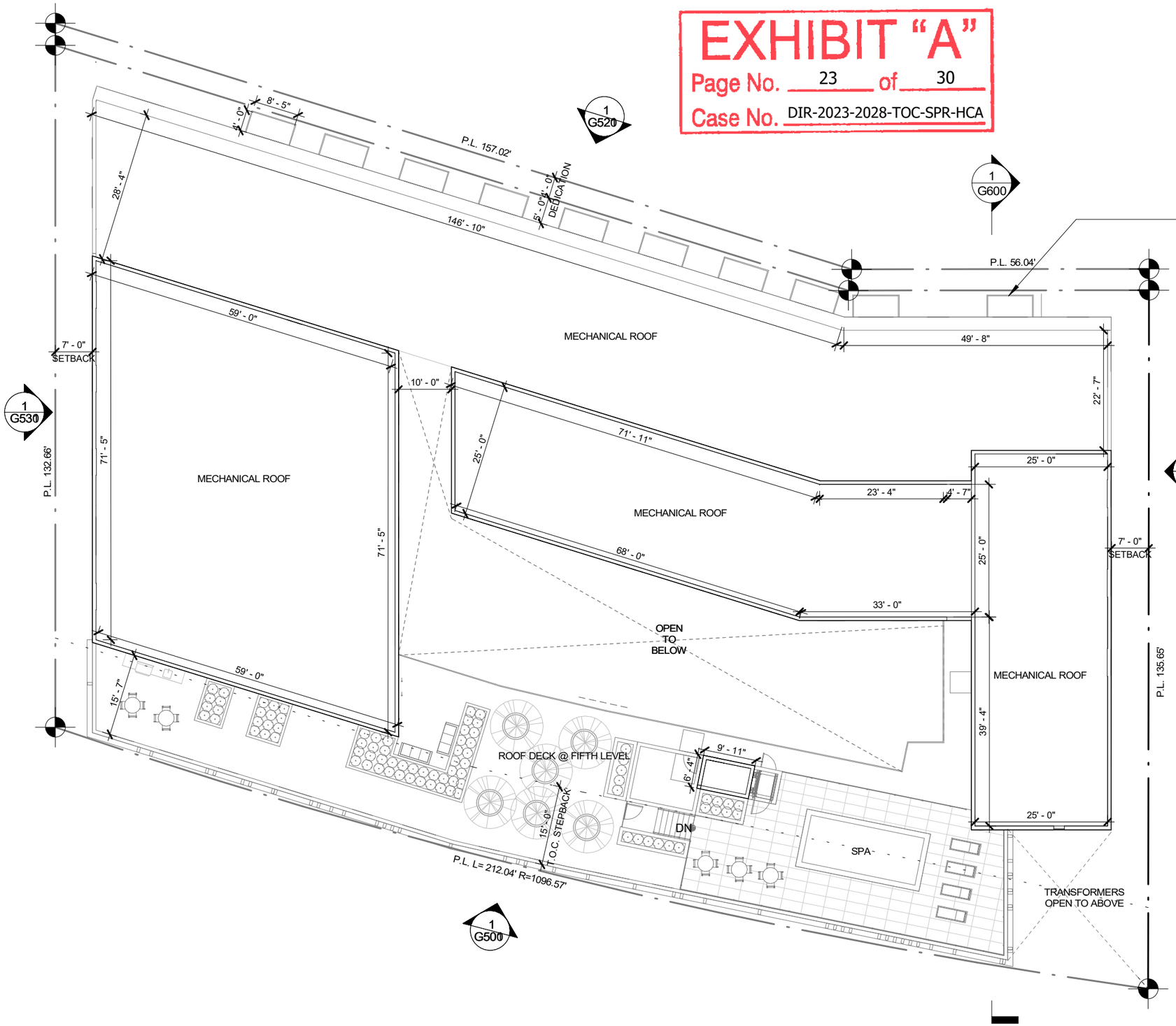
PLANNING SET
11/27/2023

FIFTH LEVEL PLAN
1" = 20'-0"

G260

EXHIBIT "A"
Page No. 23 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



PARKING CALCULATIONS

PER AB 2097 - NO PARKING IS REQUIRED

RESIDENTIAL

UNIT QTY	FACTOR	STD	COMP	ADA	TOTAL
121	0.5 / UNIT (T.O.C)	58	0	3	61
TOTAL RES. PARKING REQUIRED		58	0	3	61

COMMERCIAL

AREA	FACTOR	STD	COMP	ADA	TOTAL
3,603 SF	1 / 500 SF	6	0	1	7
TOC REDUCTION (-30%)		-2	0	0	-2
TOTAL COMM. PARKING REQ'D		4	0	1	5

TOTAL PARKING PROVIDED	STD	COMP	ADA	TOTAL
RESIDENTIAL PARKING	68	3	3	74
COMMERCIAL PARKING	4	0	1	5
TOTAL PARKING PROVIDED	**72**	**3**	**4**	**79**

TOTAL PARKING PER LEVEL	STD	COMP	ADA	TOTAL
PARKING LEVEL 1 TOTAL	37	2	2	41
PARKING LEVEL 2 TOTAL	35	1	2	38

OPEN SPACE CALCULATIONS

REQUIRED

UNIT TYPE	COUNT	REQ'D / UNIT	TOTAL REQ'D
STUDIO	54	100 SF	5,400 SF
STUDIO W/ MEZZ	19	100 SF	1,900 SF
1 BD	32	100 SF	3,200 SF
1 BD W/ MEZZ	4	125 SF	500 SF
2 BD	11	125 SF	1,375 SF
2 BD W/ MEZZ	1	175 SF	175 SF
TOTAL	121		12,550 SF
T.O.C. (-25%)			3,137 SF
TOTAL OPEN SPACE REQUIRED			**9,413 SF**

MAX APPLICABLE REC ROOM 25%	
9,413 SF x 25%	2,353 SF
OPEN SPACE PROVIDED	
COURTYARD	2,926 SF
REC ROOM (G)	1,158 SF
REC ROOM (H)	471 SF
REC ROOM (I)	724 SF
ROOF AREA	4,139 SF
TOTAL OPEN SPACE	9,419 SF

ZONING AREA CALCS [SEE G020]

GENERAL		
CIRCULATION	5	9,450 SF
COMMERCIAL	2	3,603 SF
LOBBY	1	913 SF
OVERHEAD PROJECTION	1	323 SF
POOL EQUIPMENT RM	1	120 SF
REC ROOM	11	9,705 SF
RESTROOM	1	59 SF
TELECOM	5	236 SF
TRASH ROOM	6	590 SF
GENERAL	33	24,999 SF
RESIDENTIAL		
1 BD	36	21,208 SF
2 BD	12	10,806 SF
STUDIO	73	29,162 SF
RESIDENTIAL	121	61,177 SF
RESIDENTIAL MEZZANINE		
1 BD	4	768 SF
2 BD	1	112 SF
STUDIO	19	2,664 SF
RESIDENTIAL MEZZANINE	24	3,544 SF
FAR TOTAL ZONING AREA	178	89,719 SF

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PLANNING SET
11/27/2023

ROOF PLAN
1" = 20'-0"

G300

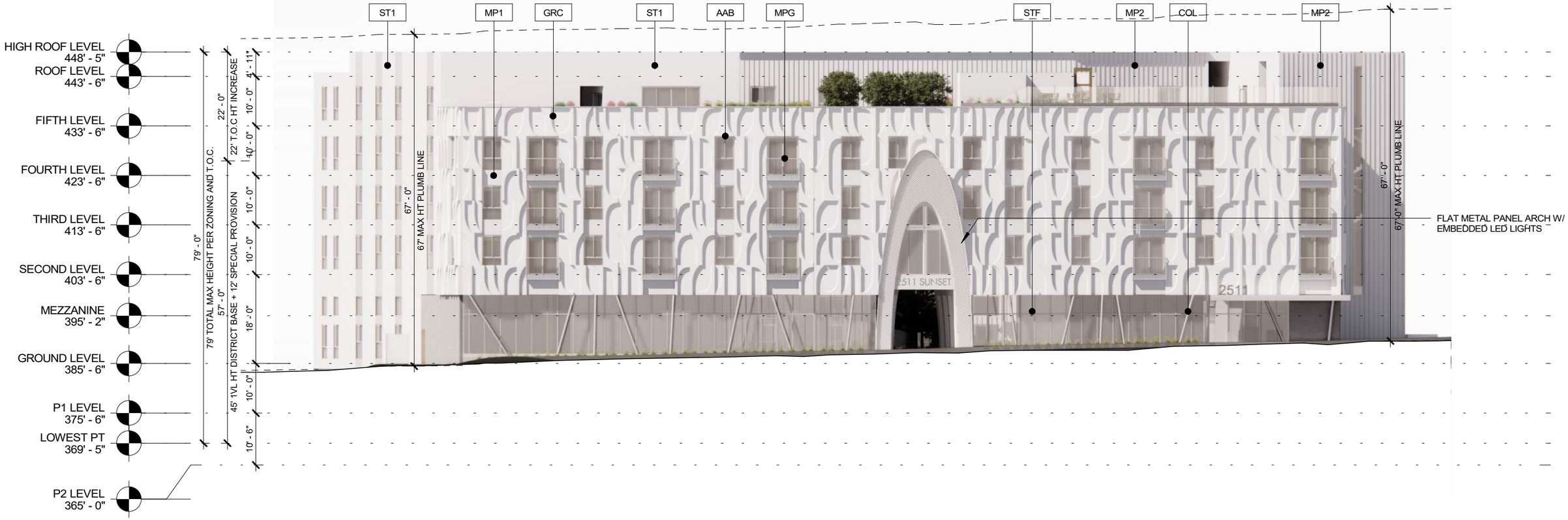

EXHIBIT "A"

Page No. 24 of 30

Case No. DIR-2023-2028-TOC-SPR-HCA

MATERIAL LEGEND

ST1	SMOOTH STEEL TROWELLED STUCCO / INTEGRAL WHITE
MP1	FLAT METAL PANEL / WHITE
MP2	1" STANDING SEAM METAL PANEL / WHITE
MPG	STEEL PICKET GUARDRAIL / PAINTED LT GREY
GRC	PRE-CAST GLASS FIBER REINFORCED CONCRETE PANELS
STF	CLEAR ANODIZED ALUMINUM STOREFRONT
AAB	CLEAR ANODIZED ALUMINUM WINDOWS & DOORS
CNC	CAST IN PLACE SMOOTH CONCRETE
COL	8" STL COLUMNS / PTD WHITE

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PLANNING SET
11/27/2023

SOUTH ELEVATION RENDER
1" = 20'-0"

G501

EXHIBIT "A"
Page No. 25 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

MATERIAL LEGEND

ST1	SMOOTH STEEL TROWELLED STUCCO / INTEGRAL WHITE
MP1	FLAT METAL PANEL / WHITE
MP2	1" STANDING SEAM METAL PANEL / WHITE
MPG	STEEL PICKET GUARDRAIL / PAINTED LT GREY
GRC	PRE-CAST GLASS FIBER REINFORCED CONCRETE PANELS
STF	CLEAR ANODIZED ALUMINUM STOREFRONT
AAB	CLEAR ANODIZED ALUMINUM WINDOWS & DOORS
CNC	CAST IN PLACE SMOOTH CONCRETE
COL	8" STL COLUMNS / PTD WHITE

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PLANNING SET
11/27/2023

EAST ELEVATION RENDER
1" = 20'-0"

G511

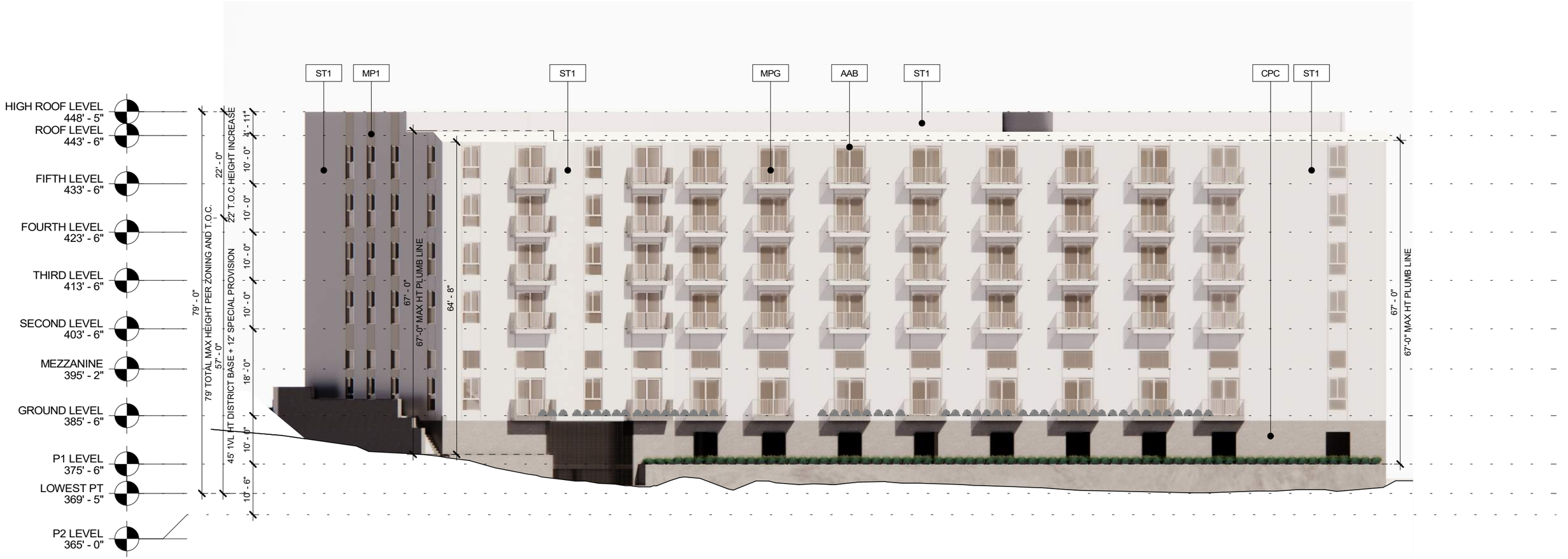

EXHIBIT "A"
Page No. 26 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

MATERIAL LEGEND	
ST1	SMOOTH STEEL TROWELLED STUCCO / INTEGRAL WHITE
MP1	FLAT METAL PANEL / WHITE
MP2	1" STANDING SEAM METAL PANEL / WHITE
MPG	STEEL PICKET GUARDRAIL / PAINTED LT GREY
GRC	PRE-CAST GLASS FIBER REINFORCED CONCRETE PANELS
STF	CLEAR ANODIZED ALUMINUM STOREFRONT
AAB	CLEAR ANODIZED ALUMINUM WINDOWS & DOORS
CNC	CAST IN PLACE SMOOTH CONCRETE
COL	8" STL COLUMNS / PTD WHITE

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PLANNING SET
11/27/2023

NORTH ELEVATION RENDER
1" = 20'-0"

G521

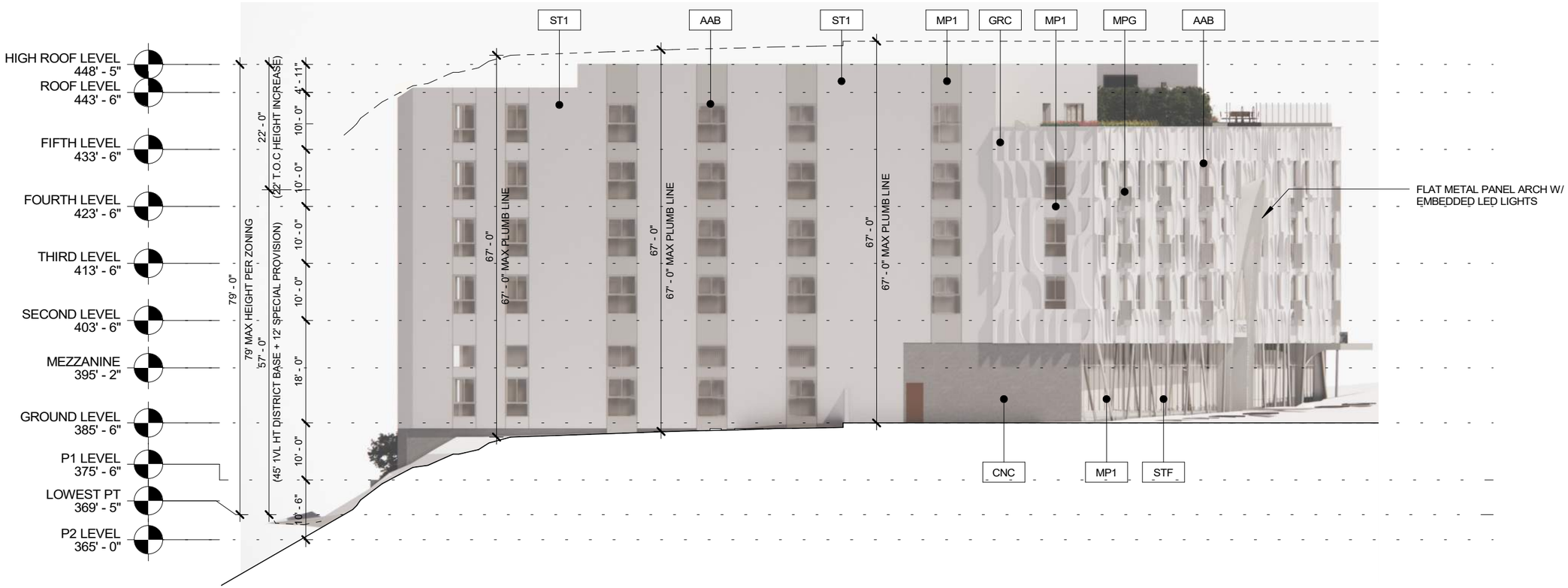

EXHIBIT "A"
Page No. 27 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

MATERIAL LEGEND	
ST1	SMOOTH STEEL TROWELLED STUCCO / INTEGRAL WHITE
MP1	FLAT METAL PANEL / WHITE
MP2	1" STANDING SEAM METAL PANEL / WHITE
MPG	STEEL PICKET GUARDRAIL / PAINTED LT GREY
GRC	PRE-CAST GLASS FIBER REINFORCED CONCRETE PANELS
STF	CLEAR ANODIZED ALUMINUM STOREFRONT
AAB	CLEAR ANODIZED ALUMINUM WINDOWS & DOORS
CNC	CAST IN PLACE SMOOTH CONCRETE
COL	8" STL COLUMNS / PTD WHITE

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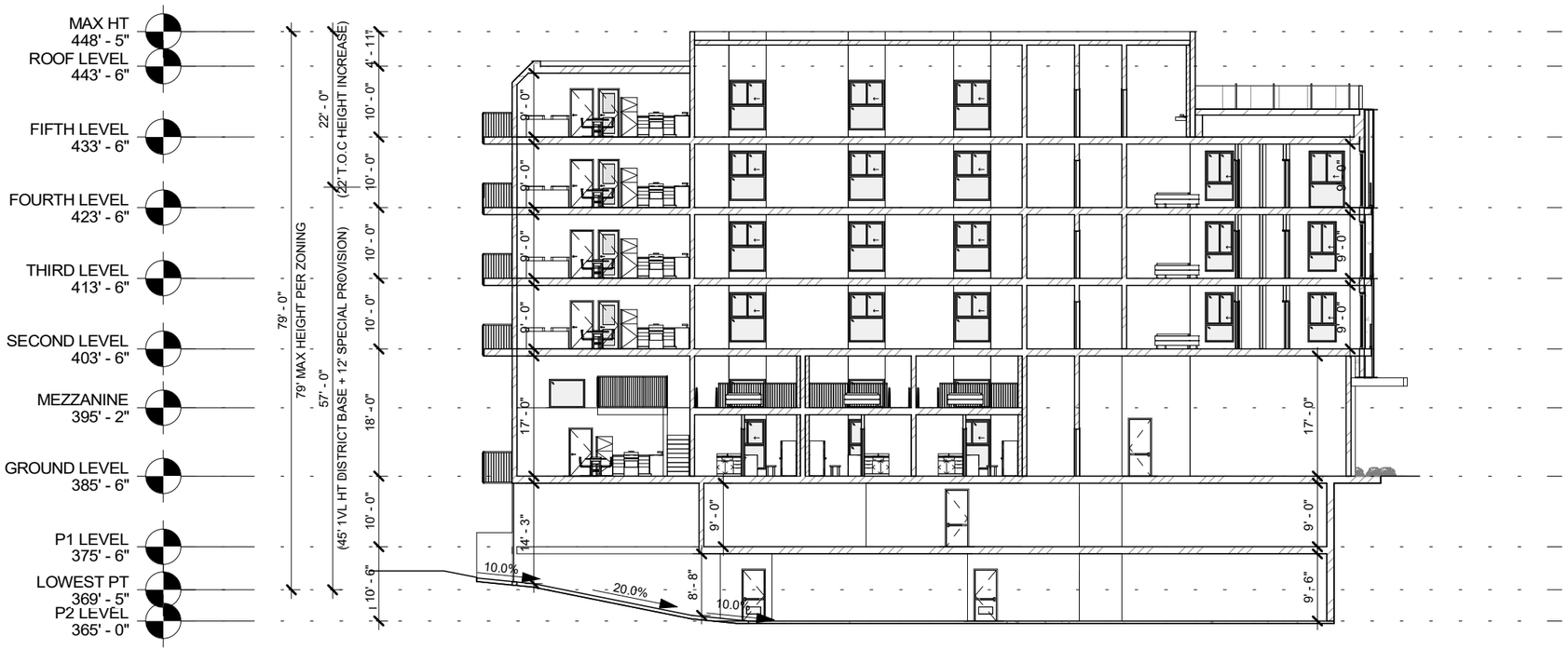
PLANNING SET
11/27/2023

WEST ELEVATION RENDER
1" = 20'-0"

G531

EXHIBIT "A"
Page No. 28 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



SECTION 1
1" = 20'-0"

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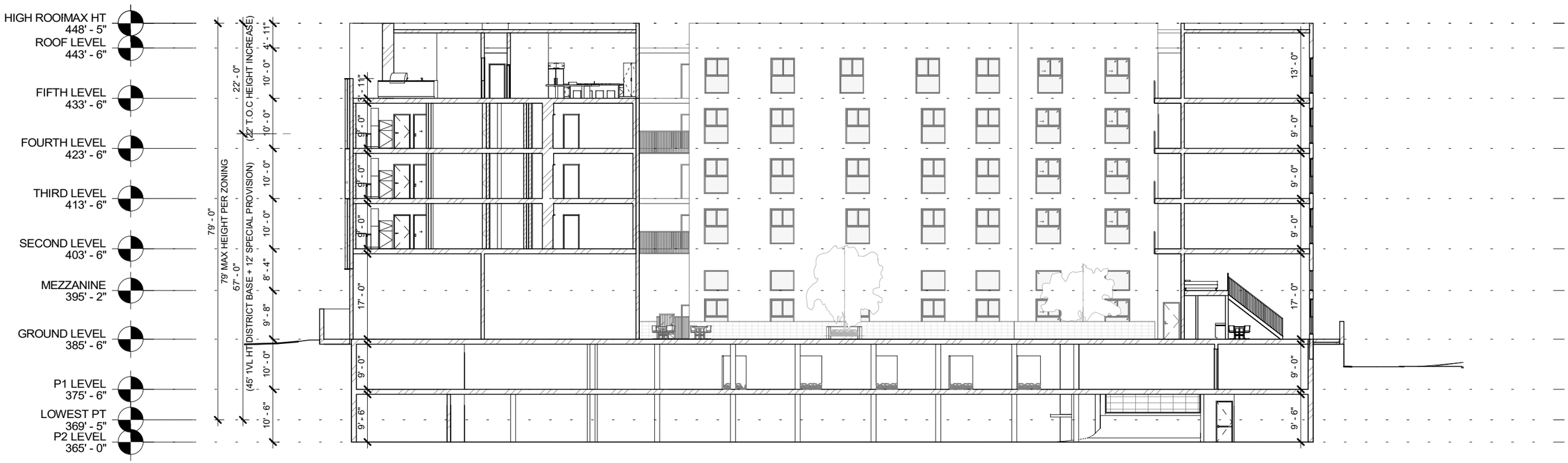
PLANNING SET
11/27/2023

SHORT SECTION

G600

EXHIBIT "A"
Page No. 29 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA



LONG SECTION 1
1" = 20'-0"

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PLANNING SET
11/27/2023

LONG SECTION

G610

EXHIBIT "A"
Page No. 30 of 30
Case No. DIR-2023-2028-TOC-SPR-HCA

PLANTING LEGEND

1. BLUE OAT GRASS

2. FORTNIGHT LILY


3. CANYON PRINCE


4. AFRICAN SILVER GRASS


5. HONEYSUCKLE


6. OLIVE TREE


7. EUCALYPTUS


8. MARINA STRAWBERRY TREE

MATERIAL LEGEND


A. UNCOLORED SMOOTH CONCRETE


B. ROOF DECK CONRETE PAVERS


D. CONCRETE PLANTERS WITH SEATING


E. CONCRETE PLANTERS

LANDSCAPE AREA PLAN 1
1" = 80'-0"

LANDSCAPE AREAS

PROPOSED BUILDING	
PLANTER AREA	
COURTYARD @ 2ND LVL	613 SF
ROOFTOP @ 5TH LVL	563 SF
REAR @ PARKING LVL 1	889 SF
TOTAL PLANTER AREA	**2,065 SF**
SOFTSCAPE AREA	724 SF
HARDSCAPE AREA	6,992 SF

OPEN SPACE LANDSCAPE REQUIREMENT

OPEN SPACE REQUIREMENT FOR SIX OR MORE DWELLING UNITS PER LAMC SECTION 12.21 G.2	121 UNITS PROVIDED	**31 TREES REQUIRED & PROVIDED**

25% REQ'D OF COMMON OPEN SPACE
9,413 x 50% = 4,706 REQ'D COMMON OPEN SPACE
4,706 x 25% = **1,176 SF** PLANTING REQUIRED

PLANT LEGEND

#	SYMBOL	PLANT TYPE	BOTANICAL PLANT NAME	COMMON PLANT NAME	CONTAINER SIZE	NUMBER TO BE PLANTED	HEIGHT AND WIDTH (PLANTED)	HEIGHT AND WIDTH (MATURE)	WATER USE CLASSIFICATION OF SPECIES	DROUGHT TOLERANT	NATIVE PLANT
1		GRASS	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	176	1' x 2'	2' x 3'	LOW	YES	NO
2		GRASS	DIETES BICOLOR	FORTNIGHT LILY	1 GAL	52	1' x 2'	2' x 3'	LOW	YES	NO
3		GRASS	LEYMUS CONDENSATUS	CANYON PRINCE	1 GAL	149	2' x 4'	3' x 6'	LOW	YES	YES
4		GRASS	MISCANTHUS	SILVER GRASS	1 GAL	71	1' x 1'	2' x 2'	LOW	YES	NO
5		SHRUB	LONICERA HISPIDULA	PINK HONEYSUCKLE	1 GAL	18	2' x 4'	25' x 25'	LOW	YES	NO
6		TREE	OLEA EUROPAEA	OLIVE TREE	25" BOX	20	4' x 4'	20' x 12'	MODERATE	YES	NO
7		TREE	EUCALYPTUS	GUM TREE	25" BOX	7	5' x 4'	25' x 25'	MODERATE	YES	NO
8		TREE	ARBUTUS MARINA	MARINA STRAWBERRY	25" BOX	4	4' x 4'	20' x 12'	MODERATE	YES	NO

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PLANNING SET
11/27/2023

LANDSCAPE

L100

B – DIRECTOR OF PLANNING'S DETERMINATION (DIR-2023-2028-TOC-SPR-HCA)

CITY OF LOS ANGELES
CALIFORNIA

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM REVIEW AND SITE PLAN REVIEW

December 6, 2023

Applicant
SPC 2511 Sunset, LLC
4 East 27th Street #20243
New York, NY 10001

Owner
Guy Vidal
Sunset at Rampart, LLC &
Sunset at Coronado, LLC
2387 West Silver Lake Drive
Los Angeles, CA 90039

Representative
Derek Sanders
Six Peak Development
4255 Lockwood Avenue #3
Los Angeles, CA 90029

Case No.	DIR-2023-2028-TOC-SPR-HCA
CEQA:	ENV-2023-2029-CE
Location:	2511, 2513, 2515, and 2517 West Sunset Boulevard
Council District:	13 – Soto-Martinez
Neighborhood Council:	Silver Lake
Community Plan Area:	Silver Lake – Echo Park – Elysian Valley
Land Use Designation:	Community Commercial
Zone:	[Q]C2-1VL
Legal Description:	Lots 3, 4, 5, and 6, Block A, George W. Palmer's Tract

Last Day to File an Appeal: December 21, 2023

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22 A.31 and 16.05, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32 (Urban Infill Development) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Approve the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 3, to permit a project consisting of 121 residential units by reserving 13 dwelling units, equal to 10% of the total units, for Extremely Low Income Household occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC Section

12.21 A. 31, in addition to the following Additional Incentives:

1. **Height.** An up to 22-foot increase in the height requirement, allowing up to 79 feet in height in lieu of the permitted 57 feet per LAMC Section 12.21.1

2. **Open Space.** An up to 25 percent decrease in the required open space, allowing a minimum of 9,413 square-feet of open space in lieu of the required 12,550 square-feet of open space.

3. **Yards.** Utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone, allowing:

a. A minimum side yard setback of 5 feet in lieu of the 8 feet required by LAMC Section 12.14 C.2

b. A minimum rear yard setback of 15 feet in lieu of the 17 feet required by LAMC Section 12.14 C.2; and

Approve with Conditions a Site Plan Review for a development project which results in an increase of 50 or more residential dwelling units.

Adopt the attached Findings and Conditions of Approval.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

2. **Residential Density.** The project shall be limited to a maximum density of 121 multi-family residential dwelling units, including On-Site Restricted Affordable Units.

3. **On-Site Restricted Affordable Units**. The project shall provide a minimum of thirteen (13) On-Site Restricted Affordable units, consisting of thirteen (13) units for Extremely Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

4. **On-Site Manager's Unit.** The project shall provide one (1) manager's unit as part of the project's total 121 residential dwelling units.

5. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated April 10, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-Site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

6. **Changes in On-Site Restricted Units**. Deviations that increase the number of On-Site Restricted Units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.31 and TOC Guidelines.

7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of LAHD to make thirteen (13) units available to Extremely Low Income Households or equal to ten (10) percent of the project's total proposed residential density allowed, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

8. **Floor Area Ratio (FAR).** The project total floor area shall be limited to 89,719 square-feet and a 3.32 FAR.

9. **Height.** The project shall be limited to a maximum height of 79 feet.

10. **Residential Westerly and Easterly Side Yard Setbacks.** The project shall provide minimum side yard setbacks of seven feet for the residential portion of the project.

11. **Residential Rear Yard Setback.** The project shall provide a minimum northerly rear yard setback of fifteen feet for the residential portion of the project.

12. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero parking spaces pursuant to California Government Code Section 65863.2 (Assembly Bill 2097). The project proposes to provide a total of 79 automobile parking spaces..

13. **Open Space.** A minimum of 9,418 square-feet of open space shall be permitted in lieu of the minimum 12,550 square-feet otherwise required.

14. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

15. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A 16.

16. **Street Trees**. Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit "A" and 12.21 G.3, seven new street trees shall be provided.

17. **Required Trees per 12.21 G.2**. As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of thirty-one (31) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.

Site Plan Review Conditions

18. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape

Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

19. **Landscape Maintenance.** All landscaped areas, trees, shrubs and ground cover shall be maintained as healthy and vigorous at all times; irrigation systems shall be continuously maintained pursuant to LAMC Section 12.41 B.5.

20. **Trash Storage and Collection.** Trash storage shall be enclosed on the ground floor and will not be visible from the public right-of-way. Trash collection shall not interfere with traffic on any public street.

21. **Mechanical Equipmen**t. All mechanical equipment on the roof shall be screened from view. All surface or ground mounted mechanical equipment shall be screened from public view and treated to match the materials and colors of the building which they serve.

22. **Maintenance.** The project site (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

23. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

24. **Solar Ready.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

25. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

26. **Signage.** Any signage shall comply with the Municipal Code or other applicable laws. No sign rights are granted with this case.

Administrative Conditions

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

28. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.

29. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

30. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

31. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

32. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

33. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

34. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

35. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

36. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

PROJECT BACKGROUND

The project site consists of four (4) contiguous interior lots located at 2511, 2513, 2515, and 2517 West Sunset Boulevard with a total lot size of approximately 27,055 square-feet of gross lot area per the Lot Survey prepared by Voorheis & Voorheis, Inc on July 13, 2022. The project site is currently improved with a grocery store, a recycling center, and a surface parking lot. The project site fronts approximately 212 feet along the northern portion of Sunset Boulevard. The project site is zoned [Q]C2-1VL and is designated for Community Commercial land uses by the Silver Lake – Echo Park – Elysian Valley Community Plan. The site is also located within a Transit Priority Area (ZI-2452), the Los Angeles State Enterprise Zone (ZI-2374), a Tier 3 Transit Oriented Communities (TOC) Area, a Urban Agricultural Incentive Zone, a Very High Fire Hazard Severity Zone, a BOE Special Grading Area (A-13372), a Methane Zone, and within 0.52 kilometers (0.32 miles) from the Upper Elysian Park Fault.

Surrounding properties are developed with commercial and residential buildings. Properties to the north across the alley are zoned R2-1VL and RD1.5-1VL and are developed with single-family and multi-family residences that range in height from one-story to three-stories. Properties immediately to the east are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a restaurant, a hair salon, a massage parlor, a bakery, and a daycare center. Properties to the south across Sunset Boulevard are zoned [Q]C2-1VL and are developed with a series of one-story commercial buildings, including a tattoo parlor, a massage spa, and a tax preparation business. Properties to the west are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a nail salon, a donut shop, a dental office, a restaurant, a laundromat, and a smoke shop.

The proposed project is for the demolition of the existing buildings and surface parking lot and for the construction, use, and maintenance of a five-story mixed-use building comprised of approximately 89,719 square-feet of total floor area for a proposed floor area ratio (FAR) of 3.32:1. The project proposes 121 dwelling units, of which 13 units, or 10 percent of the total units, will be reserved for Extremely Low Income Households. On the ground floor, the project proposes to include two (2) commercial spaces that will total approximately 3,603 square-feet. The proposed project will rise to a maximum height of 79 feet, as measured from grade to the top of the roof structure. The project will provide 74 residential parking spaces and 5 commercial parking spaces across two (2) subterranean floors. Per Assembly Bill 2097, the project is not required to provide any on-site vehicle parking. The project will also provide 94 residential bicycle parking spaces (85 long-term and 9 short-term) and four (4) commercial bicycle parking spaces (2 long-term and 2 short-term). The project will provide 9,418 square-feet of open space, consisting of a 2,926 square-foot courtyard, three (3) recreation rooms that total 2,353 square-feet, and a 4,139 square-foot roof deck.

According to the Tree Disclosure Statement prepared on July 12, 2022 by Lisa E. Smith, Registered Consulting Arborist No. 464, there are no protected or non-protected trees on site or within the public right-of-way. Pursuant to LAMC Section 12.21 G., the project is required to provide 31 new trees, which includes seven (7) new street trees.

On July 26, 2023, the proposed project was reviewed by the Urban Design Studio (UDS). The purpose of the UDS meeting is to provide project specific recommendations, organized around three distinct yet interrelated approaches to design that include: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, the UDS recommended decorating walls in the alleyway, placing the transformer underground, and to indicate LID

compliance and solar panels on the roof. The applicant responded that the requested changes were either already on the plans or that they could not be added at this stage due to further coordination required with other governmental agencies. A written response to the UDS recommendations is included in the case file.

On May 1, 2023, the Los Angeles Department of Transportation (LADOT) reviewed a transportation assessment from Gibson Transportation Consulting, Inc. and confirmed overall that the project still qualifies for a Class 32 California Environmental Quality Act (CEQA) Exemption. Finally, the project will be exporting 20,700 cubic yards of earth from the site and will be requesting a Haul Route approval from the Board of Building and Safety Commissioners.

HOUSING REPLACEMENT (SB 8 DETERMINATION) BACKGROUND

The Housing Crisis Act of 2019 was amended by Senate Bill 8 (SB 8), which prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units on occupied or vacant protected units unless the project replaces those units for discretionary housing development projects. SB 8 applies to any discretionary housing development projects that receive final approval, and for ministerial on-menu Density Bonus, SB 35 and AB 2162 housing development projects that submit an applicant to Los Angeles City Planning on or after January 1,2022, and ministerial housing development projects that submit a complete a set of plans to the Los Angeles Department of Building and Safety for plan check and permit on or after January 1, 2022.

Pursuant to the Housing Element (TOC) Determination Letter dated April 10, 2023, and prepared by the Los Angeles Housing Department (LAHD), the project is not required to provide replacement units and the existing site is a commercial development without residential uses. The project will set aside 13 units restricted to Extremely Low Income Households. As such, the project complies with State Housing Element Law.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council and established the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, and amended on February 26, 2018, established a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

Per the TOC Referral Form, dated March 13, 2023, the project site is located within 750-feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603) at Sunset Boulevard and Coronado Street. As such, the project is eligible for Tier 3 TOC Affordable Housing Incentives.

Tier 3 Base Incentives require On-Site Restricted Affordable Units at the rate of 10 percent of the total number of units for Extremely Low Income Households. The project proposes to set aside 13 units, that is 10 percent of the total 121 units, for Extremely Low Income Households. Up to three (3) Additional Incentives may be granted for projects that include at least 11-percent of the base units for Extremely Low Income Households. The project proposes to set aside 13 units, that is 18 percent of the base 71 units, for Extremely Low Income Households. As such, the project is eligible for up to three (3) Additional Incentives.

The project is eligible for the following Tier 3 Base Incentives, which are granted by-right for eligible TOC projects:

1. Density. A 70-percent increase in density to allow a total of 121 units in lieu of 71 base units.

   The project site is zoned [Q]C2-1VL, which allows a maximum density of one dwelling unit per 400 square-feet of lot area. Based on the net lot area of 28,334 square-feet, which includes one-half of the square footage of the alley, the project is permitted a maximum base density of 71 units. With a 70 percent increase in density as permitted in Tier 3 of the TOC Guidelines, the project is permitted up to 121 units. The project is proposing 121 units, which is within the maximum density permitted.

2. Floor Area Ratio (FAR). An increase in the FAR to 3.32:1 in lieu of the 1.5:1 FAR in the [Q]C2-1 Zone.

   The [Q]C2-1 Zone allows a maximum FAR of 1.5:1 and the TOC Guidelines allow an increase of up to 3:75:1 FAR. The project site has a buildable area of 27,055 square-feet in the [Q]C2-1 Zone. According to the maximum FAR of 3.75:1 allowed by the TOC Guidelines for a project in a Tier 3 area, a maximum total of 101,456.25 square-feet would be allowed on the site. The project proposes 89,719 square-feet of floor area for a FAR of 3:32:1, which is within the maximum FAR permitted.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible TOC Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC Guidelines. A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

   Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.
   Tier 2 - 9% ELI, 12% VL or 21% Lower.

Tier 3 - 10% ELI, 14% VL or 23% Lower.
Tier 4 - 11% ELI, 15% VL or 25% Lower.

As previously mentioned, the project qualifies for Tier 3 incentives under the TOC Guidelines. The project is required to reserve 10-percent, or 13 units of the total 121 units, for Extremely Low Income Households. As such, the project satisfies the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

   A Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject site is located within 750-feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603) at Sunset Boulevard and Coronado Street. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department (LAHD) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

   Pursuant to the Housing Element Replacement Unit Determination (RUD) Letter, dated April 10, 2023 and prepared by the Los Angeles Housing Department (LAHD), no Housing Element replacement affordable units are required for commercial properties. However, the project will set aside 13 units restricted for Extremely Low Income Households. As such, the project complies with the State Housing Element Law and has met the Housing Replacement eligibility requirement.

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (State Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

   The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three*

Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).

a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

The project has a maximum density of seventy-one (71) base units prior to any density increases. The project is seeking three (3) Additional Incentives, which requires that at least 11-percent of the base 71 units be set aside for Extremely Low Income Households. The project proposes to set aside thirteen (13) units for Extremely Low Income Households, which is 18-percent of the base 71 units. As such, the project meets the eligibility requirements for three (3) Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

   The project is not seeking two (2) Additional Incentives beyond the three (3) permitted in Section VII of the TOC Guidelines. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

   The project site consists of four (4) contiguous lots wholly located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a lower Tier. As such, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

   The proposed project does not consist of 100-percent On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**

   a. **The incentives are <u>not required</u> to provide for affordable housing costs for rents for the affordable units.**

      The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed a predetermined percentage of income based on area median income thresholds dependent on affordability levels.

      The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

      The following incentives allow the developer to add height, reduce the rear yard, easterly side yard, and westerly side yard residential setbacks, and reduce the amount of open space provided so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives are expressed in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. These incentives also support the applicant's decision to reserve 13 units of the total 121 units for Extremely Low Income Households.

      Residential Density. A 70-percent increase in the maximum density to permit a total of 121 dwelling units in lieu of the 71 base units otherwise permitted by LAMC Section 12.14.

Floor Area Ratio. An increase in the FAR to permit a maximum of 3.32:1 in lieu of the 1.5:1 otherwise permitted by LAMC Section 12.21.1.

Height. A 22-foot increase in the height requirement, allowing up to 79 feet in height in lieu of the permitted 57 feet per LAMC Section 12.21.1.

Open Space. A 25-percent decrease in the required open space, allowing a minimum of 9,413 square-feet of open space in lieu of the 12,550 square-feet otherwise required by LAMC Section 12.21 G.2.

Yards/Setbacks. Utilization of RAS3 setbacks for the northerly rear yard and the easterly and westerly side yards in lieu of the setbacks otherwise required by LAMC Section 12.14 C.2.

b. The Incentive <u>will have</u> a specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings.

The proposed project and potential impacts were analyzed in accordance with the CEQA Guidelines. The project was evaluated against the exceptions to the use of Categorical Exemptions pursuant to Section 15300.2 of the CEQA Guidelines. The Director of Planning determined that none of the exceptions apply to the proposed project and the project is Categorically Exempt from CEQA pursuant to Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

SITE PLAN REVIEW FINDINGS

2. That the project is in substantial conformance with the purposes, intent, and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for the entitlements and incentives described herein, the project does not propose to deviate from any of the requirements of the LAMC. The following will discuss the Project's consistency with various elements of the General Plan, including the Framework Element, the Housing Element, the Health and Wellness Element, the Transportation Element (also known as "Mobility Plan 2035"), and the Silver Lake – Echo Park – Elysian Valley Community Plan.

The proposed project is for the construction, use, and maintenance of a five-story, mixed-use development containing 121 residential units. The project will be comprised of 89,719 square-feet of floor area, of which 3,603 square-feet will be designated for ground floor commercial space, built on a 27,055 square-foot site, resulting in a Floor Area Ratio ("FAR") of 3.32:1. The project will rise to a height of 79 feet. The project proposes to utilize Base and Additional Incentives under the Transit Oriented Communities ("TOC") Affordable Housing Incentive Program in return for providing 13 income-restricted units, or 10 percent of the total 121 units, for Extremely Low Income Households.

The project site is comprised of four (4) contiguous lots within the Silver Lake – Echo Park – Elysian Valley Community Plan Area. The project site is located in the [Q]C2-1VL Zone and is designated by the Community Plan for Community Commercial land uses, which corresponds with the RAS3, CR, C2, C4, and P Zones. The project site is not located within the boundaries of any specific plan, overlay, or interim control ordinance.

The Project will be consistent with the character of development in the immediate area and will be in harmony with the applicable elements of the General Plan. The Applicant is committed to creating a dynamic and visually appealing development that improves the conditions of the site, improves the character of the surrounding area and provides critically needed housing.

General Plan Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of Community Plans and Citywide Elements. The Framework Element is a comprehensive, long-range document containing purposes, policies, and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

The primary objectives of the policies in the Framework Element are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

The project is in conformance with the following Framework goals and objectives:

Land Use *(from General Plan Framework, Chapter 3, Land Use Goals, Objectives, and Policies – Distribution of Land Use)*

> ***GOAL 3A****: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*
>
> > ***Objective 3.1****: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
> >
> > ***Objective 3.2****: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*
> >
> > ***Objective 3.4****: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*
>
> ***Goal 3C:*** *Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.*
>
> > ***Objective 3.7:*** *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

The project site is comprised of four (4) contiguous lots zoned [Q]C2-1VL and designated for Community Commercial land uses. Currently, the project site is developed with a grocery store, a recycling center, and a surface parking lot. The project proposes to demolish the existing improvements and redevelop the site with a five-story, 79-foot mixed-use building that will include 121 residential dwelling units, 13 of which will be restricted for Extremely Low Income Households, and two (2) ground-floor commercial spaces. The proposed mix of uses is consistent with the goals outlined in the General Plan Framework Element to provide a balance of uses as well as opportunities for housing near transit.

The project is located within 750-feet from the intersection of a rapid bus (Metro Line 4) and a regular bus (Metro Line 603) at Sunset Boulevard and Coronado Street. According to the TOC Referral Form, dated March 13, 2023, both bus routes provide service with a frequency interval of 15-minutes or less during peak morning and afternoon commute periods. In particular, the Metro Line 4 is a major bus route that stretches from Downtown Los Angeles to Downtown Santa Monica and would therefore allow residents to easily travel throughout the City on public transit alone. The Metro Line 603 would also provide residents with access to major destinations in and outside of the City of Los Angeles, including Glendale, Westlake,

Pico-Union, and Downtown Los Angeles. The project will also provide 74 residential vehicle parking spaces and 5 commercial parking spaces across two (2) subterranean floors, which can be accessed through an alley north of Sunset Boulevard. Additionally, the project will also include 94 residential bicycle parking spaces (85 long-term and 9 short-term) and four (4) commercial parking spaces (2 long-term and 2 short-term), therefore accommodating a variety of transit methods for residents and customers besides the use of personal automobiles.

The project will revitalize an underutilized property by providing residential opportunities to households of diverse incomes. The project will contain 121 residential dwelling units, of which 13 will be restricted for Extremely Low Income Households. These units will be comprised of 73 studio units, 36 one-bedroom units, and 12 two-bedroom units, which will allow the project to meet the needs of various household sizes. The project is also situated on Sunset Boulevard, which is a major throughfare that is adequately serviced by sufficient public services and infrastructure that will meet the demands of the building's residents. The project will also include two (2) ground floor commercial spaces, which will provide the building's residents and neighbors with additional commercial opportunities in addition to the existing variety on Sunset Boulevard. Through the mixed-use nature of the building and its convenient location on a major throughfare, the project will improve the quality of life of the community's existing and future residents. Therefore, the project is in conformance with the purpose of the Framework Element.

Housing (from General Plan Framework, Chapter 4, Housing Goals, Objectives, and Policies)

> ***GOAL 4A****: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*
>
> > ***Objective 4.1****: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*
> >
> > ***Objective 4.2****: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Framework Element's chapter on housing encourages the development of different types of housing that will address the needs of the City's diverse households. The proposed project will offer 121 residential dwelling units, of which 13 will be restricted for Extremely Low Income Households and the remainder will be provided at market-rate rents. The project's unit mix will be comprised of 73 studio units, 36 one-bedroom units, and 12 two-bedroom units. The project therefore will provide housing opportunities that will be accessible to households of different incomes and sizes.

The project will be constructed within 750-feet of the intersection of a rapid bus line (Metro Line 4) and a regular bus line (Metro Line 603) at Sunset Boulevard and Coronado Street. The project site is located on Sunset Boulevard, which is a major throughfare that is populated with a variety of commercial and residential uses. Therefore, the project will contribute to the

development of new multi-family housing within close proximity to public transit and high activity areas.

Housing Element

The 2021-2029 Housing Element (The Plan to House LA) was adopted by City Council on November 2021. The Housing Element is one of the eight State mandated elements of the General Plan that identifies the City's housing conditions and needs and establishes the goals, objectives, policies, and programs that are the foundation of the City's housing strategy.

> ***Goal 1****: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*
>
> > ***Objective 1.2****: Facilitate the production of housing, especially projects that include affordable housing and/or meet Citywide Housing Priorities.*
> >
> > > ***Policy 1.2.1****: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.*
> >
> > ***Objective 1.3****: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*
> >
> > > ***Policy: 1.3.1****: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.*

As proposed, the project will add 121 residential units to the City's housing stock, 13 of which will be restricted for Extremely Low Income Households. The project will provide approximately 89,719 square-feet of total floor area, of which 3,603 square-feet will be utilized for the provision of two (2) ground-floor commercial spaces, for a maximum FAR of 3.32:1. The proposed project is possible through the utilization of Base and Additional Incentives under the TOC Affordable Housing Incentive Program. The TOC Program is intended to incentivize the development of housing, including housing opportunities below market rate, near major transit stops. The project site is located within 750-feet from the intersection of a regular bus line and a rapid bus line, both of which have frequency of service intervals of 15-minutes or less during peak morning and afternoon commute times. By adding units to the City's housing stock at a site close to transit and for a mix of incomes, the project substantially conforms to the purpose of the Housing Element of the General Plan.

Mobility Element (Mobility Plan 2035)

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled ("VMT") per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and by offering more non-vehicle alternatives, such as transit,

walking, and bicycling. The following policies of the Mobility Plan apply to the proposed project:

***Chapter 2**: World Class Infrastructure*

***Policy 2.3**: Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

***Chapter 3**: Access for All Angelenos*

***Policy 3.3**: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

***Policy 3.4**: Transit Services: Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.*

***Policy 3.8**: Bicycle Parking: Provide cyclists with convenient, secure, and well-maintained bicycle parking facilities.*

***Chapter 5**: Clean Environments and Healthy Communities*

***Policy 5.1**: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.*

***Policy 5.2**: Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.*

The project is for the construction, use, and maintenance of a five-story, 79-foot-tall mixed-use building that will contain 121 residential dwelling units, 13 of which will be reserved for Extremely Low Income Households, and two (2) ground-floor commercial units. The project will include a two-floor subterranean garage accessible from an alley immediately to the north of the site that will contain 74 residential automobile parking spaces, 5 commercial automobile parking spaces, 94 residential bicycle parking spaces (85 long-term and 9 short-term) and four (4) commercial bicycle parking spaces (2 long-term and 2 short-term). The project is requesting Base and Additional Incentives under the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, for which the project is eligible due to its proximity from a major transit stop comprised of the intersection of a rapid bus line and a regular bus line at Sunset Boulevard and Coronado Street.

The project site is currently developed with a grocery store, a recycling center, and a surface parking lot that is accessible to vehicles from curb cuts on Sunset Boulevard. The project will remove the curb cuts, as the garage will only be accessible from an alley at the rear of the project site. The project proposes to plant seven (7) new street trees on Sunset Boulevard, where there currently are none. Additionally, the project's courtyard and two (2) ground-floor commercial spaces will be accessible from the street level, activating the sidewalk and providing a pleasant pedestrian experience.

Per AB 2097, the project is not required to provide any on-site automobile parking spaces. As proposed, the project will provide parking, but at less than the standards required by the Municipal Code. The project is located on Sunset Boulevard and is served by the Metro Line 4, which runs east and west from Downtown Los Angeles to Downtown Santa Monica, and the Metro Line 603, which runs north to south from Glendale to Downtown Los Angeles, therefore allowing residents to easily access various neighborhoods across the City. Therefore, the project substantially conforms to the purpose of the Mobility Element.

Health and Wellness Element (Plan for a Healthy Los Angeles)

The Health Element, also known as the "Plan for a Healthy Los Angeles," was adopted by the City Council on March 31, 2015 with a technical amendment on November 24, 2021 to highlight compliance with SB 1000. The following policies of the Health Element apply to the proposed project:

> ***Policy 2.2****: Healthy Building Design and Construction: Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*
>
> ***Policy 5.6:*** *Resilience: In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.*

The project will also be discussed with the Conservation Element below:

Conservation Element

> *It is important to conserve natural open space lands and enhance urban open spaces. "Open space" is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," whether for preservation and protection of natural resources or for human activity.*

The project proposes the construction, use, and maintenance of a five-story, mixed-use development that will include 121 dwelling units. The project will offer several health-focused design features and amenities, including 9,418 square-feet of open space comprised of a 2,926 square-foot courtyard, three (3) recreation rooms that total 2,353 square-feet, and 4,139 square-foot roof deck. The project will also provide residents with a fitness center, a yoga studio, and co-working space. The project's pedestrian entrances are oriented towards Sunset Boulevard, a major throughfare that is populated with a variety of commercial and residential uses, and therefore allows easy access to public transit located at the intersection of Sunset Boulevard and Coronado Street. The project will also contain ample bicycle parking spaces for residents and customers who elect to use such alternative modes of transportation, thereby reducing vehicle miles traveled (VMT) per capita and pollution from personal vehicles. The project also proposes the planting of five (5) street trees along Sunset Boulevard, which will help prevent the heat island effect and provide shade to pedestrians. Therefore, the project

conforms to the purposes of the Plan for a Healthy Los Angeles and the Conservation Element of the General Plan.

Silver Lake – Echo Park – Elysian Valley Community Plan

The Silver Lake – Echo Park – Elysian Valley Community Plan was adopted by the Los Angeles City Council on August 11, 2004. The purpose of the Community Plan is to enhance neighborhood characteristics while providing housing opportunities, improving commercial areas, preserving community identity, encouraging development around transit, and improving the quality of the built environment. The Land Use Designations and corresponding zoning in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code (LAMC), including applicable ordinances that are codified in the LAMC.

The project is consistent with the following objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan:

> ***Goal 1****: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Plan Area.*
>
> > ***Objective 1-1****: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.*
> >
> > > ***Policy 1-1.1****: Maintain an adequate supply and distribution of multiple family, low income, and special needs housing opportunities in the Community Plan Area.*
> >
> > ***Objective 1-2****: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.*
> >
> > > ***Policy 1-2.1****: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.*
> >
> > ***Objective 1-4****: Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age, or ethnic background.*
> >
> > > ***Policy 1-4.1****: Promote greater individual choice in type, quality, price, and location of housing.*
> > >
> > > ***Policy 1-4.2****: Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability.*
>
> ***Goal 2****: An economically vital commercial sector and strong viable commercial areas that offer a diversity of goods and services to meet the needs of the community in the Plan Area. Commercial areas should satisfy market demand, maximize convenience, and accessibility while preserving and enhancing the unique historic and cultural identities of the district.*

Objective 2-1*: Conserve and strengthen viable commercial development and encourage the reuse of obsolete commercial development.*

Policy 2-1.1*: New commercial uses shall be located in established commercial areas, emphasizing more intense and efficient use of existing commercial land, ultimately contributing to and enhancing the existing urban form and village atmosphere.*

The project site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan, which designates the site for Community Commercial Land Uses, which corresponds with the RAS3, CR, C2, C4, and P Zones. The site is zoned [Q]C2-1VL, which limits the residential density of the site to the requirements of the R4 Zone. In the R4 Zone, projects are permitted to a density of 400 square-feet of lot area per dwelling. The site has a total buildable area of 28,334 square-feet and therefore may accommodate a maximum base density of 71 units. Under the TOC Program, the project is requesting a 70-percent increase in base density, among other incentives, in order to allow for a total 121 residential dwelling units, 13 of which will be reserved for Extremely Low Income Households. The project's unit mix will be 73 studios, 36 one-bedroom units, and 12 two-bedroom units. The project's dwelling units will therefore be accessible to households of different incomes, sizes, and backgrounds.

The project site is presently developed with a grocery store, a recycling center, and a surface parking lot that are accessible to automobiles through curb cuts on Sunset Boulevard. The project proposes the demolition of the existing structures and the construction, use, and maintenance of a five-story, 79-foot-tall mixed-use building that will include two (2) ground floor commercial units. The project will remove the curb cuts on Sunset Boulevard and provide pedestrian entrances for the building's courtyard and both commercial spaces instead. Automobiles can enter the building's subterranean parking garage through an entrance accessible through the rear alley. As proposed, the project will improve the surrounding area of Sunset Boulevard by encouraging pedestrian activity while providing two (2) ground-floor commercial units on a major throughfare that is currently developed with a diverse array of commercial uses.

The project site is located within 750-feet from the intersection of Sunset Boulevard and Coronado Boulevard, which is served by a rapid bus line (Metro Line 4) and a regular bus line (Metro Line 603). Both bus lines have frequency of service intervals that are fifteen minutes or less during peak morning and afternoon commute times. The Metro Line 4 runs east to west and allows passengers to easily travel from Downtown Los Angeles to Downtown Santa Monica. The Metro Line 603 runs north to south and allows passengers to easily commute from Glendale to Downtown Los Angeles. The project will also include a two-level subterranean garage that will include 74 residential automobile parking spaces, 5 commercial automobile parking spaces, 94 residential bicycle parking spaces (85 long-term and 9 short-term) and 4 commercial bicycle parking spaces (2 long-term and 2 short-term). The project's close proximity to transit opportunities, reduced automobile parking spaces, and increased bicycle parking spaces will encourage the use of alternative modes of transportation and reduce automobile trips.

For these reasons outlined above, the Project demonstrates consistency with the Silver Lake – Echo Park – Elysian Valley Community Plan.

3. The project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The project site is comprised of four (4) contiguous lots with a total lot area of 27,055 square-feet. The project site has 212 feet of street frontage along the northern side of Sunset Boulevard between Coronado Street and Benton Way. The project site is presently improved with a grocery store, a recycling center, and a surface level parking lot. The project site is zoned [Q]C2-1VL and is designated for Community Commercial land uses by the Silver Lake – Echo Park – Elysian Valley Community Plan.

Surrounding properties are developed with commercial and residential buildings. Properties to the north across the alley are zoned R2-1VL and RD1.5-1VL and are developed with single-family and multi-family residences that range in height from one-story to three-stories. Properties immediately to the east are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a restaurant, a hair salon, a massage parlor, a bakery, and a daycare center. Properties to the south across Sunset Boulevard are zoned [Q]C2-1VL and are developed with a series of one-story commercial buildings, including a tattoo parlor, a massage spa, and a tax preparation business. Properties to the west are zoned [Q]C2-1VL and are developed with a single-story strip mall that includes a nail salon, a donut shop, a dental office, a restaurant, a laundromat, and a smoke shop.

The project proposes the demolition of the existing structures and the construction, use, and maintenance of a five-story, 79-foot-tall mixed-use development containing 121 residential dwelling units and two (2) ground-floor commercial units. The building will be comprised of 89,719 square-feet of floor area, 3,603 square-feet of which will be used for the commercial spaces, for a FAR of 3.32:1. The project will reserve 13 dwelling units, or 10 percent of the total 121 units, for Extremely Low Income Households. The project will also include a two-level subterranean garage that will contain 74 residential automobile parking spaces, 5 commercial automobile parking spaces, 94 residential bicycle parking spaces (85 long-term and 9 short-term), and 4 commercial bicycle parking spaces (2 long-term and 2 short-term).

Height

The project site is zoned [Q]C2-1VL and is therefore within Height District 1VL, which limits developments that are not purely residential to a height of 45 feet and 3 stories. Due to a grade change at the project site exceeding 20 feet, a height increase of 12 feet is permitted per the LAMC Section 12.21.1 B.2. The site is also requesting an additional height increase of 22 feet and 2 stories under the Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program. Accounting for all of the height increases, the construction of a 79-foot, five-story building as proposed is allowed. Therefore, the project is within the allowable maximum height for the subject zone.

Bulk/Massing

The project site is zoned [Q]C2-1VL, which allows for a maximum FAR of 1.5:1. Under the TOC Program, the site is allowed a maximum increase in FAR of up to 3.75:1. The project proposes the construction, use, and maintenance of a building that will contain approximately

89,719 total square-feet on a site with a buildable area of 27,055 square feet. Therefore, the project will have a FAR of 3:32:1, which is within the maximum permitted.

The project site has a 212 foot frontage along the northern side of Sunset Boulevard between Coronado Street and Benton Way. The project is a five-story, 79-foot-tall mixed-use building that will contain 121 residential dwelling units and two (2) ground-floor commercial units. Pedestrian access to the commercial units and an open-air courtyard at the center of the building will be on Sunset Boulevard. The project will also include a two-level subterranean garage that will be accessible from the rear alley. The project is designed so that the façade on Sunset Boulevard is primarily made up of white stucco, metal, and concrete. However, the design breaks up the plane by providing double-height storefront glass for the commercial spaces on the ground floor, creating visual interest for pedestrians. The project's façade will also include windows, Juliet balconies, textured offset patterns, and a large arch that will accent the entrance to the courtyard. These design elements will help with articulation and create breaks in the plane. Overall, the project has been designed in a manner that will be complementary to the surrounding neighborhood.

Setbacks

The project is zoned [Q]C2-1VL, which requires that the residential portions of mixed-use projects abide by the side yard and rear yard setback restrictions imposed in the R4 Zone. However, pursuant to the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements of the RAS3 Zone as outlined in LAMC Section 12.10.5. The subject property is located in a commercial zone and has requested an Additional Incentive under the TOC Program to utilize RAS3 side yard and rear yard setbacks for the residential portions of the projects.

The project shall provide the following setbacks, which compatible with the TOC Program and the existing neighborhood:

Residential Setback	C2 Zone (Residential)	RAS3 Zone (Additional Incentive under TOC)	Proposed
Southerly Front Yard	0'	N/A	0'
Easterly Side Yard	8' (Conform to R4)	5'	7'
Westerly Side Yard	8' (Conform to R4)	5'	7'
Rear Yard	17' (Conform to R4)	15'	15'

The project is a mixed-use development in the [Q]C2-1VL Zone. For the commercial portion of the development, there are no setback requirements per the Municipal Code. For residential portion of the project, the project is required to provide side and rear yard setbacks that conform to the requirements of the R4 Zone. Under the TOC Program, the project may request an Additional Incentive to provide residential side and rear yard setbacks that instead conform to the RAS3 Zone. As shown in the chart above, the proposed setbacks conform with the TOC Program's requirements.

Parking/Loading

The project will include a two-level subterranean parking garage that will be accessible only through a driveway located in the rear alley. Q conditions imposed by Ordinance 176,825

require that vehicular access to the building be limited to either the side or the rear and that parking be located in the rear of the building or underground. The subterranean parking lot and the location of the driveway in the rear alley reduce the visibility of parking spaces and automobile lights from the public right-of-way and the surrounding neighborhood. The proposed driveway will be reviewed during the condition clearance process.

Per LAMC Section 12.21 A.4, the project would be required to provide 151 residential and 7 commercial automobile parking spaces. However, the project is requesting to utilize a Base Incentive under the TOC Program that allows a reduction of both the residential and commercial automobile parking requirements, allowing the project to provide a minimum of 61 residential and 5 commercial automobile parking spaces. The project proposes to provide 74 residential and 5 commercial automobile parking spaces, therefore meeting the minimum required.

In accordance with LAMC Sections 12.21 A 16, the project is required to provide 85 long-term and 9 short-term bicycle parking spaces for residential uses and two (2) long-term and two (2) short-term bicycle parking spaces for commercial uses. The project is providing 85 long-term and 9 short-term bicycle parking spaces for residential uses and two (2) long-term and two (2) short-term bicycle parking spaces for commercial uses, therefore meeting the minimum required.

Per LAMC Section 12.21 C.6, the project is not required to provide a loading space because the site's terrain makes it difficult to allow a loading zone inside the parking garage, which is accessible from the alley. The Department of Building and Safety has advised the applicant to work with LADOT to determine whether the loading zone can be allowed along Sunset Boulevard.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky

Landscaping

The project will provide landscaping on the ground floor and the roof deck and along the alley and the public right-of-way. The landscaping will include 31 25-inch box trees and a variety of other plants and shrubs.

The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian pathways, shall include an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed within the building, with residential

trash collection on the second subterranean parking floor and commercial trash collection on the ground floor. Both collection areas are not within the public view.

Building Materials

The building façade is proposed to consist of white trowelled stucco, metal panels and concrete panels, as show in the stamped "Exhibit A."

Solar Panels

The project is conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

4. Any residential project provides recreation and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project is required to provide a minimum of 9,413 square-feet of open space. The project is providing 9,418 square-feet of open space, which meets the minimum required. The project's open space will consist of a 2,926 square-foot courtyard, three (3) recreation rooms that total 2,353 square-feet, and a 4,139 square-foot roof deck. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. Therefore, the project will provide recreation and service amenities to improve habitability for its residents and minimize the impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

5. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas outside of a flood zone.

ENVIRONMENTAL FINDINGS

The Director of Planning determined that based on the whole of the administrative record as supported by *Justification for Categorical Exemption Case No. ENV-2023-2029-CE* in the case file, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32 and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the CEQA Guidelines, regarding cumulative impacts, significant effects, unusual circumstances, scenic highways, hazardous waste sites or historical resources applies.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD – EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an

appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (https://planning.lacity.org/oas) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at http://planning.lacity.org/development-services/forms. Public offices are located at:

Metro DSC (213) 482-7077 201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org	Van Nuys DSC (818) 374-5050 6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org	West Los Angeles DSC (CURRENTLY CLOSED) (310) 231-2901 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.

QR Code to Online Appeal Filing

QR Code to Forms for In-Person Appeal Filing

QR Code to BuildLA Appointment Portal for Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at Figueroa Plaza in Downtown Los Angeles, Marvin Braude Constituent Service Center in the Valley, or in West Los Angeles. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at http://planning.lacity.org or by calling (213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Vanessa Soto, AICP, Senior City Planner

Reviewed by:

Yi Lu, AICP, City Planner

Prepared by:

Erick Morales, Planning Assistant
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C – CLASS 32 CATEGORICAL EXEMPTION (ENV-2023-2029-CE)

CATEGORICAL EXEMPTION

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

Prepared for:

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Los Angeles CA 90012

Prepared by:

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Los Angeles Office
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Los Angeles, CA 90014

DECEMBER 2023

TABLE OF CONTENTS

List of Tables

List of Figures

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the review of projects that involve the exercise of discretionary powers by a public agency and that could result in a physical change in the environment. Section 15061 of the CEQA guidelines provides that once a lead agency has determined that a project is subject to CEQA, it shall next determine if that project may be exempt from CEQA.

Public Resources Code Section 21084 provides that the CEQA Guidelines shall include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA. Article 19 of the CEQA Guidelines (Sections 15300 to 15333) sets forth the list of exemption classes. Class 32, described in Section 15332 of the CEQA Guidelines, consists of in-fill development projects meeting the following criteria:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

A project that meets these criteria for an exemption may still be subject to CEQA if one of the following exceptions, as set forth in CEQA Guidelines Section 15300.2, applies:

- Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - these classes are considered to not apply where the project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

PROJECT DESCRIPTION

This document analyzes the 2511 Sunset Boulevard multifamily residential project (the Project. Identified by the City of Los Angeles Department of City Planning as DIR-2023-2028-TOC-SPR-HCA) and concludes that the Project (1) meets the eligibility criteria for the Class 32 exemption and (2) is not barred from using the exemption by any of the exceptions set forth in CEQA Guideline Section 15300.2.

Project Location

The Project Site is located at 2511 Sunset Boulevard in the Silver Lake neighborhood of the City of Los Angeles, as shown in **Figure 1: Project Location**. The site occupies the northwest corner of Sunset Boulevard and Coronado Street.

Existing Site Conditions

The Project site consists of four lots that together are Assessor Parcel Numbers (APN) 5402-015-004, 5402-015-005, 5402-015-006, and 5402-015-007. The site is approximately 27,055 square feet (sf) (0.62 acres) in size. The site is currently occupied by 6,681.5-square-feet of commercial space including a 4,336 square foot market & liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The balance of the site is paved surface parking.

Land Use Designation and Zoning

The Project site is located in the Echo Park neighborhood, within the Silver Lake-Echo Park-Elysian Valley Community Plan area and is designated for Community Commercial land uses, as shown in **Figure 2: Community Plan Map**. Consistent with this land use designation, the Project site is zoned [Q]C2-1VL. The C2 is a commercial zone that also allows for multifamily-residential uses at the density of 400 square feet of lot area per apartment.[1] The 1VL height district limits building height to 45 feet and 3 stories with a maximum floor-area ratio (FAR) of 1.5, though residential buildings are limited by height and not to stories. The existing Q condition establishes specific design, parking, access and use limitations.

Surrounding Land Uses

The Project is located in an urbanized area, as shown in **Figure 1** below. The vicinity of the Project site contains mixed-use, and commercial uses along Sunset Boulevard and single-family residential neighborhoods to the north and south. Less than 1/2 mile north of the Project site is the Mayberry Street Elementary School and less than to 1/2 mile east of the Project site is the Sandra Cisneros Learning Academy.

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[1] Department Of City Planning Generalized Summary Of Zoning Regulations, Updated March 2020; https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf

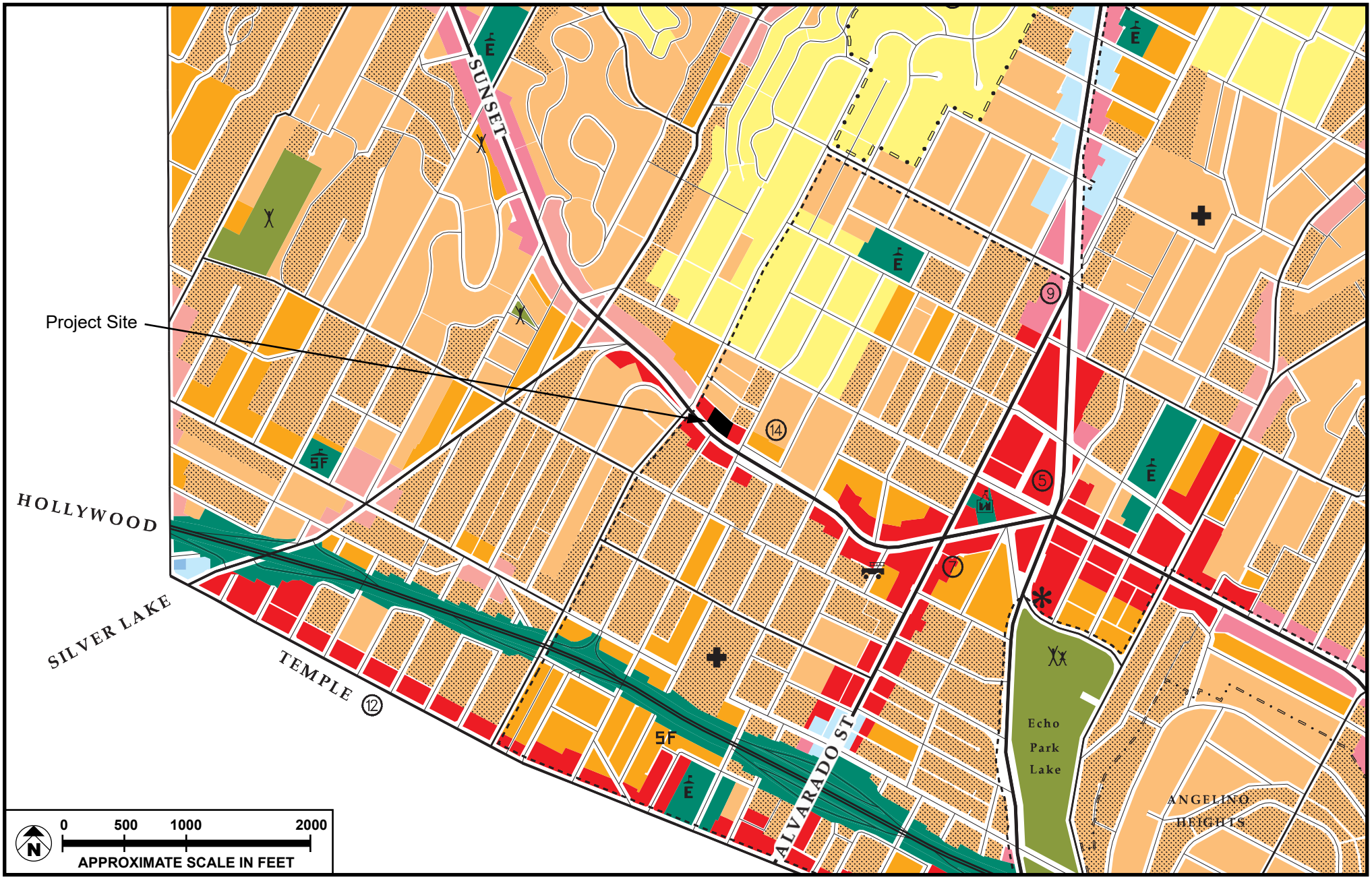
SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22



SOURCE: General Plan Land Use Map, City of Los Angeles - June 2013

FIGURE **2**

Meridian Consultants

Community Plan Map

330-002-22

Development Program

The Project would construct a new 5-story mixed-use building totaling approximately 89,719 square feet of floor area. The building would feature 5 floors of residential units with a height of approximately 79 feet. 2 subterranean parking levels would contain 79 vehicle parking spaces and 98 bicycle parking spaces. There will be a total of 121 units, anticipated to include 73 studio, 36 one-bedrooms and 12 two-bedrooms. A total of 9,418 square feet of open space, comprised of a courtyard, recreational rooms, and roof area, will be included. Additionally, the lot will include 3,603 square feet of ground floor commercial space.

The ground level is shown in **Figure 3: Ground Level Plan**; the upper levels are shown in **Figure 4 a-f: Upper Level Plans**.

Construction

The Project would be built over a 24-month period and is expected to be completed by March 2026. Prior to development, all existing uses and structures on site would be demolished and removed.

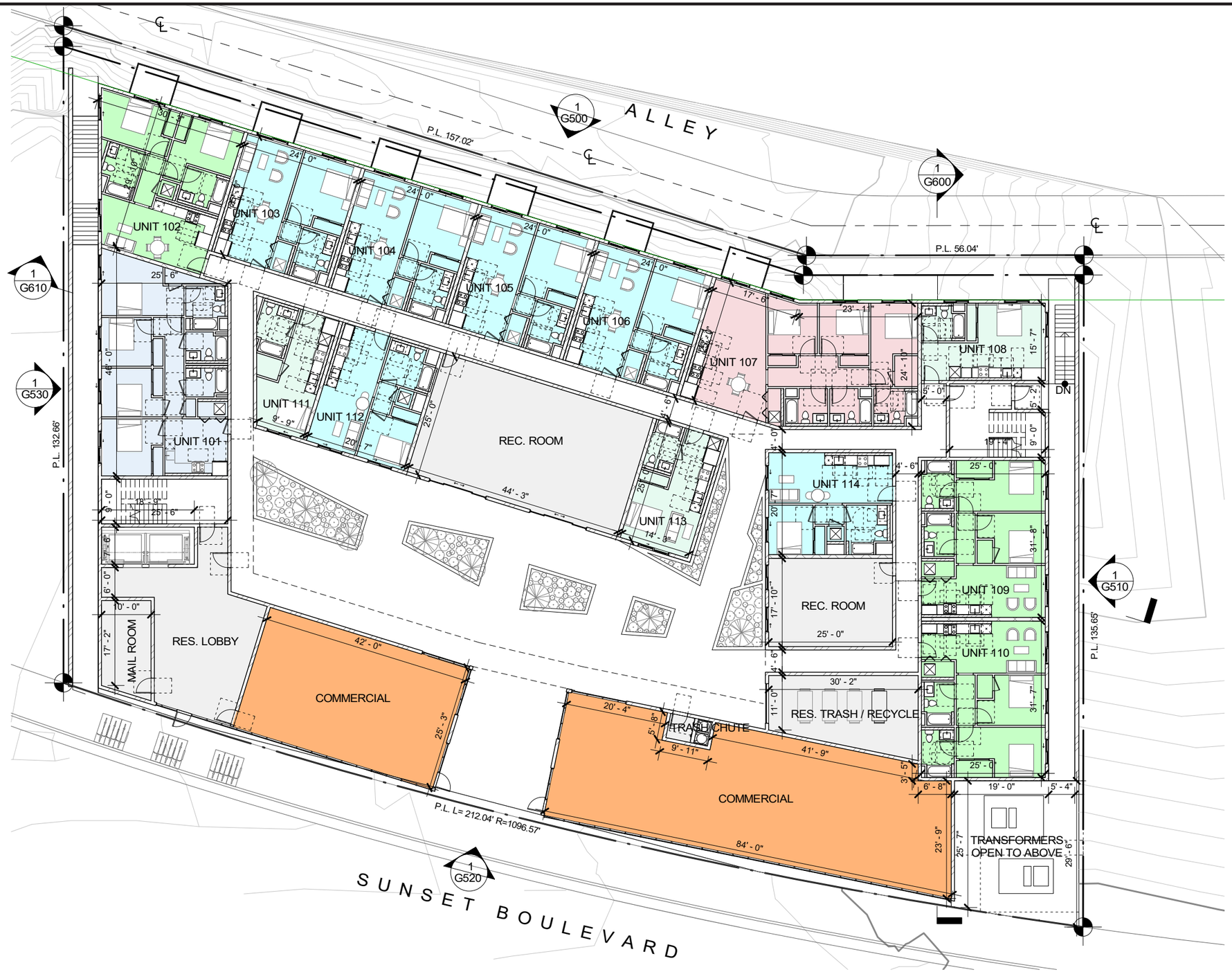
Access and Transit

The Project site fronts on Sunset Boulevard, which is a designated Avenue I that travels in the east-west direction and consist of two to three lanes in each direction with a left-turn median as well as curbside parking and Class II bicycle lanes in each direction. Nearby roadways include North Coronado Street to the east, North Benton Way to the northwest, and Elsinore Street to the north, as well as Silver Lake Boulevard to the west and North Alvarado Street to the southeast. US Route 101 is located four blocks south of the Project site.

Public transit is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), including the 2 and 4 bus lines along W Sunset Boulevard and N Benton Way. Bus lines 2, 4, and 603 run along W Sunset Boulevard and N Coronado St. These bus lines all have stops within a quarter mile of the Project site.

Approval Actions

The Applicant is utilizing TOC incentives pursuant to LAMC Section 12.22.A.31, as implemented by the TOC Guidelines. The Project would request the following TOC base incentives: to increase density by approximately 70 percent, allow for a Project FAR of approximately 3.32:1 (3.75:1 permitted). Additionally, under AB 2097, the project is not required to provide a minimum number of required automobile parking spaces. The Project requests three additional incentives, pursuant to LAMC Section 12.22.A.31 and the TOC Guidelines to: Utilize RAS3 side and rear yard requirements in lieu of the yard requirements described in LAMC Sections 12.14.C and 12.11.C; Increased height of 22 feet and two stories in lieu of otherwise applicable height requirements; and reduce the required open space by up to 25 percent, in lieu of the open space requirements described in LAMC Section 12.21.G. The Project would also be subject to Site Plan Review, pursuant to LAMC Section 16.05.C and would require a hillside haul route approval pursuant to LAMC Section 91.7006.7.5.



SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **3**

Meridian Consultants

Ground Level Plan

330-002-22

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4a**

Meridian Consultants

Second Level Plan

330-002-22

THIRD LEVEL PLAN 1

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4b**

Meridian Consultants

Third Level Plan

330-002-22

FOURTH LEVEL PLAN 1

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4c**

Meridian Consultants

Fourth Level Plan

330-002-22

FIFTH LEVEL PLAN 1

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4d**

Meridian Consultants

Fifth Level Plan

330-002-22

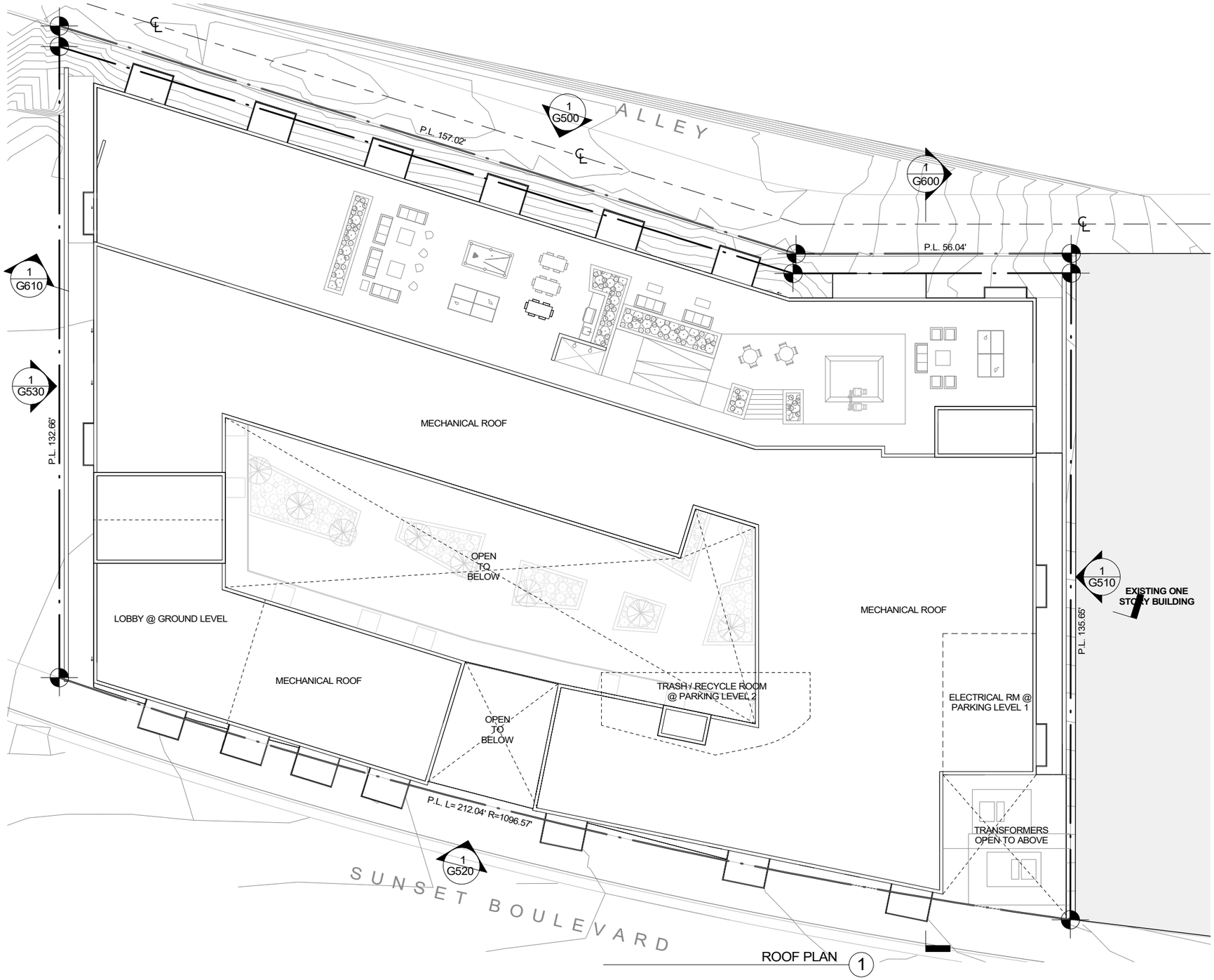
SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4e**

Meridian Consultants

Sixth Level Plan

330-002-22



SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4f**

Meridian Consultants

Roof Plan

330-002-22

CONSISTENCY WITH CLASS 32 EXEMPTION CRITERIA

As discussed below, the Project meets all of the criteria for the Class 32 exemption.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Land Use Element of the General Plan of the City of Los Angeles consists of a Framework Element and 35 Community Plans. The Framework Element contains a Long-Range land Use Diagram that depicts the Project site as within a Mixed Use Boulevard which are intended to be generally characterized by up to 3- to 6-story mixed use buildings. The Project is a 5-story mixed-use building and therefore is consistent with the long-range land use envisioned in the Framework Element. The Project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan area, which designates the site as Community Commercial, within which the proposed project is a consistent use, as footnote 13 on the Community Plan Land Use Map states that mixed use development with residential over ground floor commercial is encouraged in this designation. The Project's consistency with the Community Plan objectives and policies is addressed on the following page in Table 1: Consistency with Silver Lake-Echo Park-Elysian Valley Community Plan. As shown in Table 1, the Project would be consistent with the applicable policies of the Silver Lake-Echo Park-Elysian Valley Community Plan.

The Community Plan states that its goals, objectives, policies, and programs were created to meet the needs of the community through the year 2010. The Community Plan was adopted in 2004. At the time the forecasted 2010 population of the Community Plan area was 81,950 and the estimated potential plan capacity was 94,900 residents. However, the City has reported that the population of the Community Plan area only reached 70,088 in 2010 and has declined to 67,387 by 2021.[2] The current estimated population for the entire City is approximately 3,973,278 people.[3] SCAG has forecast that City will grow to a population of 4,771,300 by 2045, an increase of close to 800,000.[4] As such, the Project does not represent a substantial increase in the population of the Community Plan area or the City and is within the SCAG projections for population growth. The Project would provide 121 housing units which could accommodate up to 288 people at the average household size for renter occupied units in the Community Plan area.

2 City of Los Angeles Department of City Planning Demographics Unit, Silver Lake - Echo Park - Elysian Valley Demographic 11Profile, January 25, 2023

3 City of Los Angeles, Department of City Planning Demographics Unit, 2020 Citywide Demographic Profile.

4 SCAG, Technical Reports, Demographics and Growth Forecast, https://scag.ca.gov/read-plan-adopted-final-plan. Accessed August 2022.

TABLE 1 CONSISTENCY WITH SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN	
Policy	**Project Consistency**
1-1.1 Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.	**Consistent.** The Project would increase the supply of housing in the community by providing 121 multifamily residential dwelling units, including 13 extremely low-income affordable units.
1-1.2 Improve the quality of existing single family and multiple family housing throughout the Plan Area.	**Not Applicable.** The Project would not involve or effect existing housing.
1-1.3 Protect existing single family residential neighborhoods from new out-of-scale development.	**Consistent.** The Project is located along Sunset Boulevard, outside of single-family residential neighborhoods.
1-1.4 Encourage new infill residential development that complements existing development and architectural style.	**Consistent.** The Project is an infill development along Sunset Boulevard that has been designed to complement the general character of the boulevard.
1-1.5 Protect existing stable single family and low-density multiple family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	**Consistent.** The Project is located along Sunset Boulevard, outside of existing low-density residential neighborhoods.
1-1.6 Promote the preservation of existing single and multiple family neighborhoods.	**Consistent.** The Project is located along Sunset Boulevard, outside of single-family residential neighborhoods.
1-1.7 Promote the unique quality and functionality of the Community Plan Area's mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development.	**Consistent.** The Project is an infill development that replaced aging commercial uses and offers a variety of housing opportunities with a new architectural design.
1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.	**Consistent.** The Project is located along Sunset Boulevard and is served by existing bus routes and utilities and works with the existing topography.
1-2.2 Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.	**Consistent.** The Project is a multi-family, mixed use development located along Sunset Boulevard in a commercially zoned area.
1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	**Consistent.** The Project would be oriented toward Sunset Boulevard and would be separated from the existing adjacent residential neighborhood by an alley.

1-3.2 Preserve existing views in hillside areas.	**Not Applicable.** The Project is not located in a hillside area.
1-3.3 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on services and public facilities and impacts on traffic levels when changes in residential densities are proposed.	**Consistent.** The listed factors have been considered for the Project. Previously the consistency of the Project with the land use type and intensity expressed in the City's General Plan was identified. Impacts on services, public facilities and traffic levels are discussed later in this document,
1-4.1 Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Project would increase the supply of housing in the community by providing 121 multifamily residential dwelling units, including 13 extremely low-income affordable units.
1-4.2 Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability (see Figures 1, 2, and 3).	**Consistent.** The Project is a mixed-use housing project in a pedestrian oriented area.
1-4.3 Ensure that new housing developments minimize displacement of low-income residents.	**Consistent.** The Project would not displace any existing residents or housing units.
1-4.4 Increase home ownership options by providing opportunities for development of townhouses, condominiums and similar types of housing.	**Not Applicable.** The Project would provide rental housing options.
1-5.1 Protect and enhance the historic and architectural legacy of the Plan area's neighborhoods.	**Consistent.** The Project is located outside of the historic and architectural neighborhoods within the Plan area.
1-5.2 Encourage reuse of historic resources in a manner that maintains and enhances the historic character of structures and neighborhoods.	**Not Applicable.** The Project site does not contain any historic resources.
1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan area and surrounding areas.	**Consistent**. The Project has been evaluated according the LADOT standards and found to be adequately served by the existing circulation system.
1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.	**Not Applicable.** The Project is not located in a hillside area.
1-6.3 Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.	**Not Applicable.** The Project is not located in a hillside area.
1-6.4 Ensure that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.

2-1.1 New commercial uses shall be located in established commercial areas, emphasizing more intense and efficient use of existing commercial land, ultimately contributing to and enhancing the existing urban form and village atmosphere.	**Consistent.** The Project would replace the existing commercial uses with a mixed-use development that would more intensely and efficiently utilize the site while enhancing the pedestrian environment of Sunset Boulevard.
2-2.1 Preserve existing pedestrian-oriented areas.	**Consistent.** The Project would improve the pedestrian facilities along the street frontage of the site.
2-2.2 New developments in pedestrian-oriented areas should add to and enhance existing pedestrian street activity.	**Consistent.** The Project would improve the pedestrian facilities along the street frontage of the site and provide new uses that would stimulate greater street activity.
2-2.3 The first-floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.	**Consistent.** The Project would include commercial uses on the street front frontage of the site.
2-3.1 Proposed developments should be designed to enhance and be compatible with existing adjacent development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-3.2 Support efforts to obtain Main Street grant or other funding to enhance and supplement planned improvements of Glendale Boulevard south of the Glendale Freeways part of the Glendale Boulevard Corridor Improvement Project and Glendale Freeway Terminus project, as approved by DOT and Caltrans.	**Not Applicable.** The Project is not located in the area specified.
2-3.3 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial-related products in front of commercial developments exposed to the street.	**Not Applicable.** The Project does not include the uses specified.
2-3.4 Preserve community character, scale and architectural diversity.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-3.5 Landscaped corridors should be created and enhanced through the planting of street trees along street segments with no building setbacks and through median plantings.	**Consistent.** The Project would include new street trees along the street front frontage of the site.
2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-4.2 Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.

2-4.3 Implement development standards that promote commercial development at a scale commensurate with their designation as Neighborhood, General or Community Center commercial and that is compatible with adjacent, primarily residential uses.	**Consistent.** The Project would include commercial uses integrated into the residential structure at a scale that is appropriate to serve the proposed residential uses of the project and the existing surrounding residential uses.

Consistent with its land use designation, the Project site is zoned [Q]C2-1VL. The C2 zone allows for mixed-use residential structures such as the Project. The height district limitation of 1VL limit the intensity allowed on the site; however, the Project would utilize the City's Transit Oriented Communities (TOC) incentives provided by the zoning code, which provide for an increase in FAR and additional incentives including increased height, setback relief and open space reduction for projects, such as this one, that include a specified amount of affordable housing within walking distance of transit stops. Under AB 2097, the project is not required to provide a minimum number of required automobile parking spaces.

Based on the above, the Project would meet this criterion of the Class 32 Exemption.

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

The Project site is approximately 0.62 acres in size and is located in a developed area of the City of Los Angeles. The Project site is surrounded by dense, developed urban uses. Therefore, the Project satisfies this criterion of the Class 32 Exemption.

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

The Project would develop a site previously developed with commercial uses, including a small market, parking lot and recycling center. Other than minimum decorative landscaping, the Project site is completely impervious. The Project site does not contain any critical habitat, including wetlands, nor is it known to support 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 Wildlife or US Fish and Wildlife Service. The Project site is not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.[5] There are no trees or shrubs on the Project site that would be considered protected native within the City of Los Angeles Native Tree Protection Ordinance. In addition, due to the urbanized surroundings, there are no wildlife corridors through or native wildlife nursery sites on the Project site. As such, the Project site has no value as a habitat for endangered, rare, or threatened species. Therefore, the Project satisfies this criterion of the Class 32 Exemption.

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5 California Department of Fish and Wildlife, National Community Conservation Planning (NCCP) Plan Summaries, accessed January 2023, https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans.

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

Traffic

The Los Angeles Department of Transportation (LADOT) has established significance criteria for traffic impacts. Applicable thresholds include whether the Project would (1) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; (2) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1); or (3) substantially increase hazards due to a geometric design feature or incompatible uses. A Technical Assessment was prepared in accordance with the requirements of LADOT to analyze and evaluate potential traffic impacts. The Technical Assessment and the LADOT review and approval letter are included as **Appendix A** to these findings.

With the development of the Project, Sunset Boulevard along the Project frontage would provide improved pedestrian safety and landscaping that would provide for a comfortable pedestrian network, improving connections to the Project, transit facilities, and other pedestrian attractors in the area. The Project would also reduce the curb cuts along Sunset Boulevard and provide vehicular access on the Coronado Alley, reducing the number of conflict points between vehicles and pedestrians/bicyclists. In addition, the Project would provide an approximate four-foot dedication on the Coronado Alley north of the Project site to meet the Mobility Plan standard for the alley.

The Project is located within walking distance of local and rapid bus routes. The Project would not remove or obstruct any existing roadway, bicycle infrastructure, pedestrian facility, or transit. The Project would not prevent future installation of bicycle facilities on Sunset Boulevard. Vehicle and bicycle parking would be provided as required by code.

Based on the above, the Project would not conflict with programs, plans, ordinances, or policies addressing the circulation system.

CEQA Guidelines section 15064.3 identifies vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. The LA DOT has developed a VMT Calculator to estimate project-specific daily VMT for developments within City limits. Based on the land use type and density, the VMT Calculator estimates that the Project would generate an average household VMT per capita of 5.3 which is less than the LADOT impact threshold of 7.2 for a project within the East Los Angeles Area Planning Commission. Therefore, the Project would not result in a significant VMT impact and would not conflict or be inconsistent with CEQA Guidelines section 15064.3.

The Project site fronts on West Sunset Boulevard and would not alter the geometric design of the existing street. Pedestrian and vehicular access points are separated to avoid conflict. The Project would prepare a construction management plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrian and transit users. No unusual or incompatible elements or uses are

proposed that would create impediments or hazardous to vehicular or pedestrian movement. As such, the Project would not substantially increase hazards.

Based on the above, traffic effects of the Project would not be significant, and the Project satisfies this criterion of the Class 32 Exemption.

Noise

The following section summarizes and incorporates by reference information from the Noise Study that was conducted for this Project; the findings are included as **Appendix B** of this Categorical Exemption.

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and ground borne vibration if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generation of excessive ground borne vibration or ground borne noise levels?

Appendix G of the State CEQA Guidelines also includes:

- For a project located within the vicinity of a private airstrip or 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?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

A Project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly Leq) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly Leq) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly Leq) at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Noise sensitive uses are defined as such uses as residences, schools, libraries, churches and medical facilities[6]. There are residential neighborhoods north and south of the Project that constitute the nearest noise sensitive uses. Specifically, the nearest would be the residences between the alley on the north side of the Project site and Elsinore Street. Short-term sound monitoring was conducted at seven (7) locations selected to represent the nearest sensitive receptor in each direction. The distance from the site range from 15 feet to 225 feet in order to measure the ambient sound environment at different noise sensitive uses in the Project vicinity.[7] To be represent the time of day when peak construction and operation of the Project could occur, measurements were taken over 15-minute intervals at each location between the hours of 9:14 AM and 11:20 AM on Wednesday January 11, 2023, and provided in Appendix B. As detailed in Appendix B, ambient noise levels ranged from a low of 60.0 dBA (Leq-15minute) north of the Project site along the alleyway between N. Coronado Street and N. Benton Way (Site 3) to a high of 73.7 dBA (Leq-15minute) at the Project site along Sunset Boulevard (Site 1).

On-Site Construction Noise

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is only required where "technically feasible."[8] Section 41.40 of the City's Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Based on consultation with the applicant, a list has been compiled of construction equipment typically used for this scale of construction and expected to be used on site.[9] **Table 2: Construction Maximum Noise Estimates** presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. As shown, average noise levels during construction would result in a maximum increase of 17.8 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels during the concrete structure phase at the adjacent residential uses (Site 3) without implementation of any noise reduction measures mentioned in Section 112.05 of the City's Municipal Code.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the

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6 See California Code of Regulations, Title 21, Section 5014

7 The location of monitoring locations is detailed in the Noise Study included as Appendix B.

8 In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

9 See Table 2 in the Noise Study included as Appendix B to this document.

development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination with each other in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines.

Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.[10] Additionally, a noise barrier can achieve a 5 dBA noise level reduction, when it is tall enough to break the line-of-sight to the sensitive receiver. It can achieve approximately 1.5 dBA of additional noise level reduction for each meter of barrier height. Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 1.5 dBA.

The incorporation of these practices into the construction management of the Project represents regulatory compliance with the LAMC and would reduce construction noise levels by up to 18 dBA (Leq-1hour). Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

TABLE 2
CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site	Ambient Noise Levels	Calculated Noise Level (Leq-1hour) by Construction Phase					Significance Threshold	Maximum Increase Above Significance Threshold
		Demolition	Grading/ Excavation	Concrete Structure	Framing	Finishing		
Site 2	62.7	81.1	80.4	81.8	77.5	76.7	67.7	**+14.1**
Site 3	60.0	82.3	81.7	82.8	78.5	78.2	65.0	**+17.8**
Site 4	63.3	83.2	82.5	83.3	79.0	80.3	68.3	**+15.0**
Site 5	64.4	63.7	63.0	64.8	60.5	55.5	69.4	**-4.6**
Site 6	66.1	63.3	62.6	64.4	60.1	58.9	71.1	**-6.7**
Site 7	60.2	59.9	59.3	61.1	56.8	54.4	65.2	**-4.1**

*Note: Noise Monitoring Site 1 was located at the Sunset Boulevard boundary of the site and as such is not included as a reference point for noise experienced by an offsite noise sensitive use. Refer to **Attachment B** for more detail.*

10 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

Off-site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site Soil haul trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. Haul truck traffic would take the most direct route to the freeway ramp, which is expected to be west on Sunset Boulevard then south on Silver Lake Boulevard. At the maximum, up to 25 hauling trips per day would take place during the grading/excavation phase.[11] These trips are considered in the evaluation of noise. Noise associated with construction truck trips was estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 50.0 to 54.9 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As detailed in **Appendix B**, existing noise levels ranged from 60.0 dBA to 73.7 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*[12] is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. This manual identifies 0.5 PPV as an appropriate threshold for adverse vibration effects related to structural damage. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. **As shown in Table 3: On-Site Construction Vibration Impacts–Building Damage**, and discussed in more detail in **Attachment B**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV at the adjacent structures. As such, impacts related to building damage from on-site construction vibration would not be considered significant.

11 See page 60 of the Transportation Assessment included as Attachment A

12 Caltrans, Transportation and Construction Vibration Guidance Manual (September 2013), https://cityofdavis.org/home/showdocument?id=4521. Accessed January 2023.

TABLE 3 ON-SITE CONSTRUCTION VIBRATION IMPACTS – BUILDING DAMAGE					
Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment			Significance Threshold (PPV ips)
		Loaded Trucks	Jackhammer	Small bulldozer	
2	Residential	0.164	0.075	0.006	0.5
3	Residential	0.076	0.035	0.003	0.5
4	Residential	0.007	0.003	0.000	0.5
5	Residential	0.003	0.002	0.000	0.5
6	Residential	0.005	0.002	0.000	0.5
7	Residential	0.003	0.001	0.000	0.5

*Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment. Refer to **Attachment C** for construction vibration worksheets.*

Operation

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in LAMC Section 112.02, which prohibits equipment from causing more than a 5 dB increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

Air Quality

The following analysis is based on the Project's Air Quality Technical Report included in **Appendix C**. Significant air quality impacts could occur if a project were inconsistent with the Air Quality Management Plan (AQMP) or exceeded the quantified thresholds developed by the South Coast Air Quality Management District (SCAQMD).

The SCAQMD is the agency principally responsible for comprehensive air pollution control in Los Angeles and prepared the AQMP, which contains strategies and policies for achieving air quality standards and healthful air. The AQMP relies upon SCAG growth projections, which are based on cities' general plan land use and zoning parameters. Projects that do not result in or contribute to air quality violations and are consistent with the growth forecasts of the AQMP are considered consistent with the AQMP.[13] The Project proposes land uses consistent with the forecasted land use of the site as envisioned in the City's General Plan and reflected in SCAG's growth projections for the City. As such, the Project would not exceed the assumptions utilized in preparing the AQMP and is consistent with the land use assumptions on which the AQMP is based. Nor would the Project delay the timely attainment of the air quality standards or the interim

13 SCAQMD, *CEQA Air Quality Handbook,* April 1993, pa 12-3.

emission reductions specified in the AQMP. As discussed below, the Project would not cause or contribute to new air quality violations nor increase the frequency or severity of existing air quality violations. Therefore, the Project would not be inconsistent with the AQMP.

In addition, the SCAQMD has developed quantified thresholds for identifying regional and localized air quality violations from both construction and operation of a project. To evaluate the Project against these quantified thresholds, an estimate of emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod), the tool recommended by SCAQMD.

Estimated construction emissions were quantified based on the type and number of equipment associated with construction of the proposed building. The emissions were estimated using the CalEEMod software, a program recommended by SCAQMD. The input values for construction equipment were based on default assumptions in CalEEMod for a Project of this size and type with adjustments made to various inputs based on site specific information and Project-specific activities determined through consultation with the applicant and experience with similar projects. The default values are based on construction surveys conducted by SCAQMD and may not fully reflect the type of site and project that is being evaluated. Adjustments are recommended by SCAQMD when supported by information specific to the location or the project. The adjustments made for the Project include the anticipated construction schedule, equipment for each phase, vehicle trips and the quantity of debris and soil to be hauled off-site, all of which have been calibrated to the specifics of the site and the Project. Further detail is provided in **Appendix C.**

Emissions calculations assumed (1) all construction activities would be conducted in compliance with the SCAQMD rules pertaining to Fugitive Dust (Rule 403)[14] and Architectural Coatings (Rule 1113);[15] and (2) heavy-duty diesel equipment engines would meet minimum Tier 3 standards in accordance with CARB fleet requirements. **Table 4: Maximum Construction Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the duration of Project construction. As shown, maximum daily emissions during construction of volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) would be below the applicable SCAQMD maximum daily emission thresholds.

14 South Coast Air Quality Management District (SCAQMD), Fugitive Dust (Rule 403), http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.

15 SCAQMD, *Architectural Coatings (Rule 1113)*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf.

TABLE 4 MAXIMUM CONSTRUCTION EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
2024	5	8	14	<0.1	2	1
2025	7	8	13	<0.1	2	1
2026	7	6	9	<0.1	1	<1
Maximum	7	8	14	<0.1	2	1
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix C: Air Quality Study**.*

The Project would also generate air pollutant emissions during operation from normal day-to-day use of the Project. **Table 5: Maximum Operational Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the operation of the Project. As shown, the daily operational emissions attributed to the Project's operation would not exceed the SCAQMD established operational significance thresholds.

TABLE 5 MAXIMUM OPERATIONAL EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	3	2	9	<0.1	0.1	0.1
Energy	<0.1	0.3	0.1	<0.1	<1	<1
Mobile	3	2	9	<0.1	2	0.3
Total	**6**	**4**	**18**	**<0.1**	**2**	**0.5**
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix C: Air Quality Study**.*

The SCAQMD Final Localized Significance Threshold [LST] Methodology[16] provides guidance on analysis of localized air quality impacts. SCAQMD provides LST thresholds based on the size and location of the site. Maximum daily LST values were derived for emissions of NOx, CO, PM10, and PM2.5 that would be generated during construction and operation of projects. **Table 6 Estimated On-Site Emissions and LST Comparison** provides the maximum daily on-site emissions generated by the Project during construction and operation. As shown, on-site emissions during construction and operation would not exceed the applicable LSTs.

16 SCAQMD, *Final Localized Significance Threshold Methodology (2008)*, p. 3-3, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2

TABLE 6 LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS				
	NOx	CO	PM10	PM2.5
Source	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	6	9	<1	<1
LST threshold	74	680	5	3
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	2	9	0.1	0.1
LST threshold	74	680	2	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Appendix C: Air Quality Study**.*

SCAQMD has stated that if an individual project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants, without needing to consider the contribution of related projects.[17] The Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance and therefore the Project would not generate a cumulatively considerable increase. As shown, the Project would result in less than significant impacts on air quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.

Water Quality

As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System Permit (NPDES) program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Three general sources of potential short-term, construction-related stormwater pollution are associated with the proposed Project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The State Water Resources Control Board (SWRCB) oversees the implementation of NPDES in California through the General Construction Activity Storm Water Permit (GCASWP). Compliance with the requirements of GCASWP include the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to address such things as erosion control, cleanup, and maintenance of dumpsters.[18] The purpose of a SWPPP, prepared in compliance with SWRCB

17 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

18 California Green Building Code 5.106.1 Stormwater Pollution Prevention for Projects That Disturb Less Than One Acre of Land

requirements, is to ensure that construction of the Project would not violate water quality standards and/or discharge requirements, or otherwise substantially degrade water quality.

The Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control and require the compliance and application of storm water BMPs. The Project would also be required to comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related storm water BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Furthermore, this compliance would ensure that the Project would not have a considerable contribution to cumulative water quality effects of related projects or community growth.

After compliance with GCASWP during construction and the LID Ordinance during operations, the Project would have a less than significant impact on water quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.

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

Utilities

Water

The Project site is located in a developed, urbanized portion of Los Angeles that is served by existing water mains and utility services. Water is provided by the Los Angeles Department of Water and Power (LADWP). Based on forecasted growth, the LADWP's 2020 Urban Water Management Plan (UWMP) projects adequate water supplies through 2045.[19] The 2020 UWMP estimates that LADWP's 2025 water demand will be approximately 509.501 acre feet per year and forecasts a demand of 565,751 acre feet per by the year 2045, with supply available to meet this demand throughout the planning period.

The Project is estimated to generate a water demand of 11,911.1 gallons per day which equivalent to 13.34 acre feet per year.[20] The demand projections used in the UWMP were derived from SCAG growth projections which assumed growth in population and households within the Silver Lake-Echo Park-Elysian Valley Community Plan area based on the development potential expressed by existing land use and zoning designations. The Project is consistent within the assumed growth projections LADWP utilized in developing the UWMP. The Project would also be designed to current building codes that would reduce

19 City of Los Angeles Department of Public Works, *2020 City of Los Angeles Urban Water Management Plan.*

20 Based on wastewater calculation provided in Table 7 below.

water demand as compared to previous uses through requirements for more efficient fixtures. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.

Wastewater

The Project site is located in a developed, urbanized portion of Los Angeles that is served by the existing wastewater system operated by the City of Los Angeles Sanitation Department (LASAN). LASAN serves over 4 million residential and industrial customers and processes approximately 328 million gallons per day (mgd) of wastewater.[21] As shown in **Table 7: Estimated Sewage Generation** below, it is estimated that the Project would generate approximately 11,911.1 gpd of new wastewater. LASAN estimated that wastewater flow will increase to 376 mgd by 2040 and has planned capacity to serve this forecasted growth. The growth projections used by LASAN are derived from SCAG growth projections which assumed growth in population and households within the Silver Lake-Echo Park-Elysian Valley Community Plan area based on the development potential expressed by existing land use and zoning designations. The Project is within the growth projections used by LASAN. As such, it is expected that LASAN has sufficient capacity to serve the Project.

TABLE 7
ESTIMATED SEWAGE GENERATION

Land Use	Quantity – du	Factor (gpd/unit)[a]	Generation
Studio	65 du	75 gpd/du	4,875 gpd
1-Bedroom	39 du	110 gpd/du	4,290 gpd
2-Bedroom	16 du	150 gpd/du	2,400 gpd
3-Bedrooms	1 du	190 gpd/du	190 gpd
Commercial-Use	3,122 SF	50/ksf	156.1 gpd
Total Daily Estimate			**11,911.1 gpd**
Annual Estimate			**13.34 afy**

Note: gpd = gallons per day; ksf = thousand square feet; du=dwelling unit; afy = acre feet per year

[a] *Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012*

21 City of Los Angeles Sanitation Department, SEWERS, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-s?_adf.ctrl-state=1cvj6ecyxf_5&_afrLoop=8617779647821654#!

Stormwater

The Project site is located in a developed portion of Los Angeles that is currently served by existing stormwater infrastructure. In addition, the Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards, which are more rigorous than the standards to which the prior uses were built. The primary purpose of the LID Ordinance is to ensure that development and redevelopment projects manage runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Through implementation of design features and Best Management Practices, stormwater would be captured and managed on-site. As such, the volume of stormwater runoff entering the public stormwater infrastructure during peak events would not increase as compared to existing conditions. Therefore, the Project can adequately be served by the stormwater utility system.

Solid Waste

Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for most multifamily residential and commercial developments within the City, including the Project. The Project would follow all City and State regulations related to recycling and reduction of solid waste. The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County to address long-term needs and maintain adequate capacity.[22] As described in the County's most recent report, no shortfall in permitted solid waste disposal capacity is anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion. As such, the Project could be adequately served by the solid waste disposal system.

Electric Power, Natural Gas, and Telecommunications

The Project site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for services. New connections would be established for the Project; however, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Furthermore, the Project Applicant shall be required to implement applicable California Building Code and Los Angeles Green Building Code requirements, including the City's Solar Roof Ordinance and the recently adopted All Electric Building Ordinance, that would further reduce utility demand as compared to the existing structures. Thus, the Project would be adequately served by existing electric power, natural gas, and telecommunications services.

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22 Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2020 Annual Report,* October 2021.

Public Services

A project could have a significant impact on public services if it were to generate substantial new demand for services through population or employment growth, result in additional demand for service due to insecure design or cause a decrease in service response times due to traffic congestion.

The Los Angeles Police Department provides police protection services for the Project site. The area is served by the Northeast community Police Station located approximately 4.1 miles north of the Project site. The Los Angeles Fire Department would provide fire protection and emergency medical services for the Project site. The area is served by Station 20, located approximately 0.3 miles southeast of the Project site. As described previously, the Project would not result in a substantial increase in population within the service area. Therefore, the Project would not create the need to construct new or expanded police, fire protection or emergency medical facilities.

The Project would construct new residences but would not result in substantial population growth within the overall community. The development would be required to pay all applicable school and public facility fees. As such, impacts on schools and other publics facilities would be less than significant.

For the reasons set forth above, the Project can adequately be served by all required utilities and public services and therefore the Project meets this criterion for the Class 32 Exemption.

INAPPLICABILITY OF EXCEPTIONS

As discussed below, the exceptions set forth in CEQA Guideline 15300.2 do not apply to the Project.

(a) Location.

This exception applies only to exemption Class 3, 4, 5, 6, and 11, and does not apply to exemption Class 32. Because the Project meets the criteria for exemption Class 32, this exception does not apply.

(b) Cumulative Impact.

A categorical exemption is inapplicable "when the cumulative impact of successive projects of the same type in the same place, over time is significant." The Project consists of redevelopment of a commercial site with new residential uses that are consistent with the existing General Plan and zoning. As discussed in these Findings, the Project would not generate a considerable increase in population, traffic, noise, or air pollutant emissions nor would it result in any other substantial impacts compared to existing uses of the site. As such, successive development in the surrounding area of a similar type - replacement of older commercial uses with new zoning-compliant mixed-use development - would not generate substantial cumulative conditions and in fact would further the policy goals of the City.

Based on information from LADOT, seven related projects have been identified in the surrounding area, as listed in the Project's Traffic Assessment included as Appendix A to this document. Six of these are similar mixed-use or multi-family residential projects ranging from 47 to 170 units; the seventh is a restaurant and retail project. These projects are spaced apart along the Sunset Boulevard corridor with enough separation that there would not be cumulative construction noise or cumulative localized air quality effects. As noted previously, projects that do not have individual impacts with respect to regional air quality or vehicle miles travelled are considered to not have a considerable contribution to cumulative effects. The Project is also within the growth projections that inform public service facility and utility capacity planning. As such it would not have a considerable contribution to cumulative impacts. As such, this exception does not apply.

(c) Unusual Circumstances.

A categorical exemption is inapplicable when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. Unusual circumstances could occur if the Project site were featured conditions or a location substantially different than typically associated with the existing or proposed uses. The Project is located on a previously developed site in an existing urban area. Comparable uses exist on the site and in the vicinity of the Project site. The Project site is comparable in size and features to adjacent parcels of similar zoning and use. The site is not within any designated scenic, agricultural, historic, mineral, natural resource or wildfire hazard area. The site is not within a hillside area, nor does it contain any unusual geologic features or soil conditions. The building would be designed and constructed in accordance with applicable building codes, including seismic and energy codes. As

such, there are no unusual circumstances associated with the Project site or the proposed Project. Therefore, this exception does not apply.

(d) Scenic Highways.

The Project site is not located in a scenic highway area.[23] No unique ecological, geologic features or rock outcroppings are located on the Project site. Accordingly, this exception does not apply.

(e) Hazardous Waste Sites.

This exception applies if a project is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control, Department of Health Services, and Water Resources Control Board to compile lists of hazardous waste sites. The Project site is not included on any list compiled pursuant to Section 65962.5.[24] As such, this exception would not apply.

(f) Historical Resources.

The Project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The Project site is not identified as a historic resource in HistoricPlacesLA, SurveyLA or other City parcel reports or references. Due to the distance from the Project site, implementation of the Project would not alter any of the physical characteristics of nearby historic resources, including through construction activities, vibration from off-road equipment, and operation of the Project. Therefore, this exception does not apply.

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23 City of Los Angeles, Department of City Planning, *Mobility Plan 2035,* Appendix B: Inventory of Designated Scenic Highways and Guidelines.

24 https://geotracker.waterboards.ca.gov/ accessed January 2023

AIR QUALITY STUDY

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

PREPARED FOR:

Gonzales Law Group
707 Wilshire Boulevard, Suite 4350
Los Angeles, CA 90017

PREPARED BY:

Meridian Consultants

860 Hampshire Road, Suite P
Westlake Village, CA 91361

DECEMBER 2023

Table of Contents

Figures

Tables

EXECUTIVE SUMMARY

The Project site is located at 2511 Sunset Boulevard Avenue (APN 5402-015-004, 5402-015-005, 5402-012-006, and 5402-015-007) within the Silver Lake-Echo Park-Elysian Valley Community Plan Area in the City of Los Angeles (City), as shown in **Figure 1: Project Site Location**. The Project site is approximately 27,055 square feet (0.62 acres) in size and currently consists of 6,681.5 square feet of commercial space, including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The Project site is Zoned [Q]C2-1VL (commercial zone that allows both commercial and high-density residential uses) with a General Plan Designation of Community Commercial. The Project site is surrounded by single- and multi-family uses along Elsinore Street to the north, Rampart Boulevard to the south, Coronado Street to the east and Benton Way to the west.

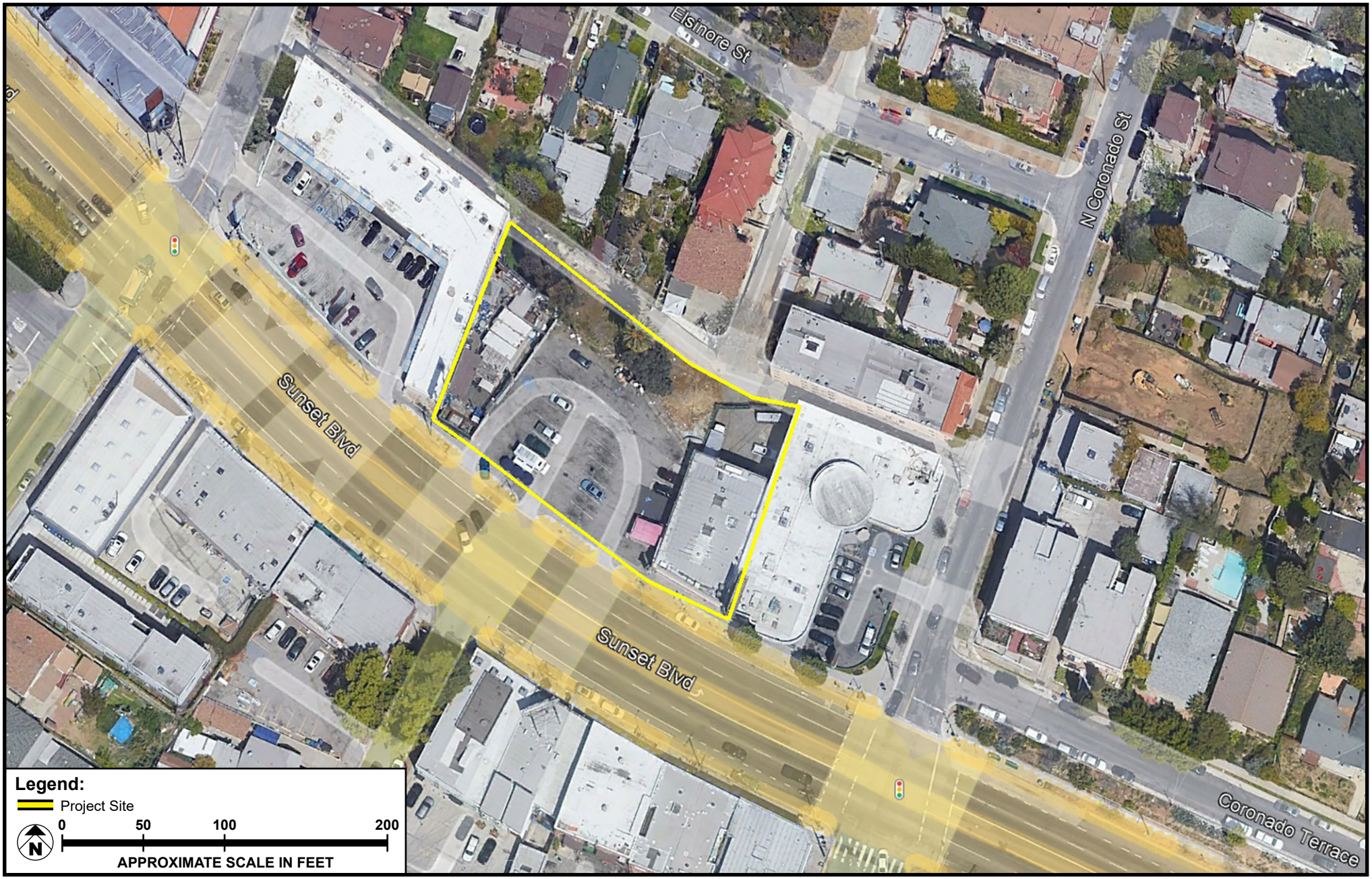
The Project includes removal of the existing uses to construct a new five (5) story 121-unit mixed use building consisting of 3,603 square feet of commercial and 79 parking spaces provided in a 2-level subterranean garage.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to conflict with an applicable air quality plan, violate an air quality standard or threshold, result in a cumulatively net increase of criteria pollutant emissions, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.
- Operation of the Project will not employ toxic air contaminant–emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.

Based upon a worst-case assessment, the Project does not result in significant impacts to surrounding land uses from air quality.



SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22

REGULATORY SETTING

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD adopted the 2022 AQMP on December 2, 2022.[1] The AQMP includes transportation control measures developed by SCAG from its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM2.5 standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

1 SCAQMD, Final 2022 Air Quality Management Plan, adopted December 2, 2022, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10. Accessed January 2023.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM10 emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).[2] Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 402 (Nuisance). This rule states that a "person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."[3]

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

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

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

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

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2 SCAQMD, Rule 1113 Architectural Coating (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf. Accessed January 2023.

3 SCAQMD, Rule 402—Nuisance, http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf. Accessed January 2023.

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O3, CO, NO2, SO2, PM10, PM2.5, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 1, Central Los Angeles.[4] The nearest air monitoring station SCAQMD operates is located at 1610 North Main Street in Los Angeles. This station monitors O3, NO2, PM10, and PM2.5. **Table 1: Air Quality Monitoring Summary** summarizes published monitoring data from 2019 through 2021, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the O3, PM10, and PM2.5 standards.

4 SCAQMD, General Forecast Areas and Air Monitoring Areas, map, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf. Accessed January 2023.

TABLE 1 AIR QUALITY MONITORING SUMMARY				
Air Pollutant	**Average Time (Units)**	**2019**	**2020**	**2021**
Ozone (O3)	State Max 1 hour (ppm)	0.093	0.185	0.099
	Days > CAAQS threshold (0.09 ppm)	0	14	1
	National Max 8 hour (ppm)	0.080	0.118	0.085
	Days > NAAQS threshold (0.075 ppm)	2	22	2
	State Max 8 hour (ppm)	0.080	0.118	0.086
	Days > CAAQS threshold (0.07 ppm)	2	22	2
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.070	0.062	0.078
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.069	0.061	0.077
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	62.4	83.7	64.0
	National Annual Average (µg/m3)	23.0	33.1	26.0
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	93.9	185.2	138.5
	State Annual Average (µg/m3)	--	33.9	30.9
Fine particulate matter (PM2.5)	National Max (µg/m3)	43.5	175.0	61.0
	National Annual Average (µg/m3)	10.8	13.7	12.8
	Days > NAAQS threshold (35 µg/m3)	1	12	13
	State Max (µg/m3)	43.5	175.0	61.1
	State Annual Average (µg/m3)	10.8	15.0	14.8

Source: CARB, iADAM: Air Quality Data Statistics.
Note: (—) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Basin are shown in **Table 2: South Coast Air Basin Attainment Status**. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

TABLE 2 SOUTH COAST AIR BASIN ATTAINMENT STATUS		
Pollutant	**State Status**	**National Status**
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed January 2023.

Existing Operational Emission

As mentioned previously, the Project site currently consists of a 6,681.5 square commercial space including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. **Table 3: Existing Operational Emissions** identifies the existing emissions these uses. The most current CARB-approved, SCAQMD-recommended air quality modeling software, the California Emissions Estimator Model (CalEEMod), was used to estimate the existing air quality operational emissions.

TABLE 3 EXISTING OPERATIONAL EMISSIONS						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
Source	pounds/day					
Area	0.2	<0.1	0.3	<1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	1	1	9	<0.1	1	0.1
Total	**2**	**<1**	**10**	**<1**	**<1**	**<1**
SCAQMD Mass Daily Regional Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.
*Refer to **Attachment A.1: CalEEMod Air Quality Emission Output Files - Existing**.*

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. As mentioned previously, the Project site is surrounded by single- and multi-family residential uses along Elsinore Street to the north, Rampari Boulevard to the south, Coronado Street to the east and Benton Way to the west (refer to **Figure 2: Sensitive Receptor Map**).

SOURCE: Google Earth - 2023

FIGURE **2**

Meridian Consultants

Sensitive Receptor Map

330-002-22

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NOx, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with SCAB. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD Rule 403—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM10**. During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 – 49 percent.[5]

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.[6] The condition detailed below would be considered a regulatory compliance measure, however, conservatively this analysis only takes into account reductions from control efficiency of PM10 listed above.

- **Construction Equipment Controls**. During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx associated with diesel construction equipment.

5 SCAQMD, CEQA Handbook, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf. Accessed January 2023.

6 California Air Resources Board, Verification Procedure: Stationary, https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4. Accessed January 2023.

The emissions are estimated using the CalEEMod software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Attachment A**.

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod based on the utility provider. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

The determination of a project's significance on air quality shall be made considering the factors provided in the SCAQMD *CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

Construction Emission Thresholds

The Project will have a significant impact if it exceeds the regional construction thresholds, as listed in **Table 4: Construction Thresholds**.

TABLE 4
CONSTRUCTION THRESHOLDS

Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO2)	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Construction and Operational Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)[7] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and to allow progress toward

7 South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Central Los Angeles, as recorded in SRA 1 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. The screening criteria are linearly interpolated for a 0.62-acre site and are listed in **Table 5: Localized Significance Thresholds**.

TABLE 5
LOCALIZED SIGNIFICANCE THRESHOLDS

	Construction	Operational
Pollutant	**pounds/day**	
Nitrogen dioxide (NO2)	61	61
Carbon monoxide (CO)	540	540
Respirable particulate matter (PM10)	4	2
Fine particulate matter (PM2.5)	2	1

Notes:
Based on a distance to sensitive receptors of 25 meters. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

Based on the SCAQMD Handbook, regional thresholds for each criteria pollutant for the operations of the Project are provided in **Table 6: Operational Thresholds**.

TABLE 6
OPERATIONAL THRESHOLDS

Pollutant	Operational Emissions (pounds/day)
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO2)	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Toxic Air Contaminants

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

Consistency with Applicable Air Quality Plans

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies:

- Will the Project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?
  - Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
  - Does the Project include air quality mitigation measures?
  - To what extent is Project development consistent with the AQMP land use policies?

Cumulative Threshold

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.[8]

The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

8 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

Daily emissions during construction and operation are forecasted based on conservative construction assumptions provided by the Applicant. This includes anticipated construction schedule, equipment for each phase, and the amount of debris to be hauled off-site. The California Air Pollution Control Officer's Association and SCAQMD recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions.

Construction

Table 7: Project Construction Schedule forecasts a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. However, the input values used in this analysis are based on conservative assumptions with a compressed construction duration to provide maximum emission values during construction.

TABLE 7
PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	3/1/2024	4/1/2024	22	Demolition of approximately 16,681.5 square feet of building and 10,000 square feet of parking lot
Grading/Excavation	4/2/2024	7/2/2024	66	Grading of the Project site and export of 20,700 cubic yards of soil
Concrete Structure	7/3/2024	3/31/2025	194	Construction of Proposed Project
Framing & MEP Rough-In	4/1/2025	9/30/2025	131	Paving of asphalt surfaces
Final Inspection, Punchlist, Drywall Finishing	10/1/2025	3/1/2026	108	Application of architectural coatings to building materials

*Note: Refer to **Attachment A.2: CalEEMod Air Quality Emission Output Files – Proposed**.*

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 7**. As mentioned previously, an inventory of construction equipment, including the number and types of equipment, which is analytically assumed to be operating simultaneously within the Project Site was conservatively identified by the Applicant for each phase/component of construction and shown in **Table 8: Project Construction Diesel Equipment Inventory**. Under regulatory compliance measures in CalEEMod, it would be required that all construction activities adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

TABLE 8 PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY				
Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	33 (0.73)
	Crushing/Proc. Equipment	1	1	12 (0.85)
	Dumpers/Tenders	1	6	16 (0.38)
	Excavator	1	8	36 (0.38)
Grading/Excavation	Bore/Drill Rigs	1	6	83 (0.50)
	Cement and Mortar Mixers	1	6	10 (0.56)
	Dumpers/Tenders	2	7	16 (0.38)
	Excavators	1	8	36 (0.38)
	Forklifts	1	8	82 (0.20)
	Generator Sets	1	8	14 (0.74)
Concrete Structure	Air Compressors	1	6	367 (0.29)
	Cement and Mortar Mixers	1	6	82 (0.20
	Concrete/Industrial Saws	1	8	84 (0.37)
	Forklifts	1	6	82 (0.20)
	Generator Sets	1	8	14 (0.74)
	Pumps	1	8	11 (0.74)
Framing & MEP Rough-In	Air Compressors	2	6	10 (0.56)
	Cranes	1	4	81 (0.42)
	Forklifts	1	6	36 (0.38)
Final Inspection, Punchlist, Drywall Finishing	Air Compressors	2	6	37 (0.48)
	Cement and Mortar Mixers	2	6	10 (0.56)
	Concrete Industrial Saws	1	8	33 (0.73)
	Forklifts	1	6	82 (0.20)
	Pavers	1	8	81 (0.42)
	Pressure Washers	1	8	14 (0.30)

*Refer to **Attachment A.2: CalEEMod Air Quality Emission Output Files – Proposed**, for equipment inventory information.*

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. **Table 9: Maximum Construction Emissions** identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in **Table 9** do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF) and control efficiency of PM10 (dust control measures) to provide a worst-case scenario analysis. Based on the modeling, construction of the Project would not exceed regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. As such, construction of the Project would not generate any significant environmental impacts associated with air quality compliance. Adherence to regulatory compliance measures would result in even lower construction emissions.

TABLE 9 MAXIMUM CONSTRUCTION EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
2024	5	8	14	<0.1	2	1
2025	7	8	13	<0.1	2	1
2026	7	6	9	<0.1	1	<1
Maximum	7	8	14	<0.1	2	1
SCAQMD Mass Daily Regional Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Attachment A.2: CalEEMod Air Quality Emission Output Files – Proposed**.*

Operation

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. The results presented in **Table 10: Maximum Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. It is important to note, emissions presented in **Table 10** include regulatory compliance measures such as compliance with green building standards, which are enforced during the construction plan check process by the Los Angeles Department of Building and Safety. As shown in **Table 10**, the operational emissions would not exceed the regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 10 MAXIMUM OPERATIONAL EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	3	2	9	<0.1	0.1	0.1
Energy	<0.1	0.3	0.1	<0.1	<1	<1
Mobile	3	2	9	<0.1	2	0.3
Total	**6**	**4**	**18**	**<0.1**	**2**	**0.5**
SCAQMD Mass Daily Regional Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Attachment A.2: CalEEMod Air Quality Emission Output Files – Proposed**.*

Localized Significance Thresholds

As mentioned previously, the localized air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology. The screening criteria for a 0.62 acre site were used to determine localized emissions thresholds for the Project. The localized emissions and thresholds are provided in **Table 11: Localized Construction and Operational Emissions**. As shown in **Table 11**, emissions would not exceed the localized significance construction and operational thresholds.

TABLE 11
LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS

Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	6	9	<1	<1
LST threshold	61	540	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	2	9	0.1	0.1
LST threshold	61	540	2	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Attachment A.2: CalEEMod Air Quality Emission Output Files – Proposed**.*

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Sensitive receptors are located adjacent to the Project site. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 11**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in **Table 11**, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Consistency with AQMP

The Basin is designated nonattainment at the federal level for O3 and PM2.5 and State level for O3, PM10, and PM2.5. SCAQMD developed regional emissions thresholds, as shown in **Table 4** and **Table 6** to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 9**, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5. As shown in **Table 10**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5. The Project's maximum potential NOx, CO, PM10, and PM2.5 daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 11**, NOx, CO, PM10, and PM2.5 emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative Impacts

SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As shown in **Table 9** and **Table 11**, regional emissions calculated would be less than the applicable SCAQMD daily significance thresholds for construction and operation, respectively. The thresholds are designed to assist the region in attaining the applicable state and national ambient air quality standards. Although the Project site is located in a region that is in non-attainment for O_3, PM10, and PM2.5, the emissions associated with the Project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. Therefore, construction of the Project would result in cumulative impacts that would not be considered significant.

Additionally, with the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2022 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

CERTIFICATION

The contents of this Air Quality Study represent an accurate depiction of the air quality environment and impacts associated with the proposed 2511 Sunset Mixed-Use Project. The information contained in this study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Christ Kirikian
Principal | Director of Air Quality & Acoustics
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ATTACHMENT A

CalEEMod Air Quality Emission Output Files

ATTACHMENT A.1

Existing

2511 Sunset (Existing) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2511 Sunset (Existing)
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.08003138305823, -118.26939291656983
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4023
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Free-Standing Discount store	6.00	1000sqft	0.14	6,682	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.63	1.68	0.90	9.68	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,939	1,954	1.61	0.09	7.46	2,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.55	1.60	0.98	8.98	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,863	1,878	1.62	0.09	0.22	1,946
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.28	1.35	0.82	7.73	0.01	0.01	0.49	0.50	0.01	0.09	0.10	14.8	1,599	1,614	1.59	0.08	2.72	1,679
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.25	0.15	1.41	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.44	265	267	0.26	0.01	0.45	278
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshol	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832
Area	0.05	0.21	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.63	1.68	0.90	9.68	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,939	1,954	1.61	0.09	7.46	2,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Area	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.55	1.60	0.98	8.98	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,863	1,878	1.62	0.09	0.22	1,946
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.15	0.81	7.52	0.01	0.01	0.49	0.50	0.01	0.09	0.10	—	1,456	1,456	0.10	0.07	2.69	1,483

Area	0.04	0.19	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.84
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.28	1.35	0.82	7.73	0.01	0.01	0.49	0.50	0.01	0.09	0.10	14.8	1,599	1,614	1.59	0.08	2.72	1,679
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246
Area	0.01	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56
Waste	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.23	0.25	0.15	1.41	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.44	265	267	0.26	0.01	0.45	278

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832

Total	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Total	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246
Total	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Total	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Sta Discount store	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Total	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Standing Discount store	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.75	1.75	< 0.005	< 0.005	—	1.75
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.75	1.75	< 0.005	< 0.005	—	1.75

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	0.05	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Total	0.05	0.21	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Total	0.01	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56
Total	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06
Total	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Free-Standing Discount store	319	425	361	124,070	1,687	2,102	1,788	642,689

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	10,022	3,341	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Free-Standing Discount store	66,525	690	0.0489	0.0069	32,901

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Free-Standing Discount store	444,435	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Free-Standing Discount store	25.8	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Free-Standing Discount store	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Free-Standing Discount store	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	88.8
AQ-DPM	62.9
Drinking Water	92.5
Lead Risk Housing	72.5
Pesticides	0.00
Toxic Releases	75.6
Traffic	97.7
Effect Indicators	—
CleanUp Sites	44.2
Groundwater	43.8
Haz Waste Facilities/Generators	66.6
Impaired Water Bodies	66.7
Solid Waste	0.00
Sensitive Population	—
Asthma	63.7
Cardio-vascular	60.6
Low Birth Weights	38.7
Socioeconomic Factor Indicators	—

Education	68.2
Housing	87.2
Linguistic	77.1
Poverty	68.5
Unemployment	40.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.67842936
Employed	75.70896959
Median HI	27.51186963
Education	—
Bachelor's or higher	70.21686129
High school enrollment	1.231874759
Preschool enrollment	85.15334274
Transportation	—
Auto Access	16.15552419
Active commuting	87.91222892
Social	—
2-parent households	59.97690235
Voting	21.62196843
Neighborhood	—
Alcohol availability	13.02450917
Park access	32.10573592
Retail density	85.87193635

Supermarket access	94.25125112
Tree canopy	60.5800077
Housing	—
Homeownership	15.97587579
Housing habitability	6.03105351
Low-inc homeowner severe housing cost burden	9.611189529
Low-inc renter severe housing cost burden	37.66200436
Uncrowded housing	14.5515206
Health Outcomes	—
Insured adults	31.25882202
Arthritis	84.5
Asthma ER Admissions	36.7
High Blood Pressure	74.3
Cancer (excluding skin)	71.8
Asthma	65.7
Coronary Heart Disease	74.7
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	48.6
Life Expectancy at Birth	82.7
Cognitively Disabled	78.9
Physically Disabled	65.4
Heart Attack ER Admissions	51.2
Mental Health Not Good	45.5
Chronic Kidney Disease	64.9
Obesity	46.0
Pedestrian Injuries	81.7
Physical Health Not Good	45.1

Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	45.9
No Leisure Time for Physical Activity	48.5
Climate Change Exposures	—
Wildfire Risk	92.7
SLR Inundation Area	0.0
Children	25.4
Elderly	68.4
English Speaking	22.5
Foreign-born	85.2
Outdoor Workers	80.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.7
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	67.8
Other Decision Support	—
2016 Voting	39.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	84.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes

Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Existing liquor store

ATTACHMENT A.2

Proposed

2511 Sunset (Proposed) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2511 Sunset (Proposed)
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.07998314827044, -118.26940216350711
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4023
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	121	Dwelling Unit	0.62	101,458	3,401	—	358	—
Regional Shopping Center	3.00	1000sqft	0.00	3,122	0.00	—	—	—

Enclosed Parking with Elevator	84.0	Space	0.00	33,600	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
Mit.	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.78	7.01	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
Mit.	4.78	7.01	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.96	1.57	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
Mit.	0.96	1.57	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.29	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
Mit.	0.18	0.29	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
2025	0.36	0.30	2.12	2.96	< 0.005	0.10	0.13	0.23	0.09	0.03	0.12	—	487	487	0.02	0.01	0.51	490
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
2025	1.35	7.01	7.57	13.1	0.02	0.28	1.50	1.78	0.25	0.36	0.61	—	3,389	3,389	0.15	0.15	0.18	3,436
2026	0.97	6.96	6.27	8.78	0.01	0.22	0.27	0.49	0.20	0.06	0.27	—	1,331	1,331	0.06	0.02	0.02	1,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.96	0.82	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
2025	0.55	1.57	3.28	5.01	0.01	0.13	0.36	0.48	0.12	0.08	0.20	—	1,015	1,015	0.04	0.03	0.68	1,026
2026	0.11	0.82	0.74	1.04	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	157	157	0.01	< 0.005	0.05	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
2025	0.10	0.29	0.60	0.91	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	—	168	168	0.01	0.01	0.11	170
2026	0.02	0.15	0.13	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	25.9	25.9	< 0.005	< 0.005	0.01	26.1

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
2025	0.36	0.30	2.12	2.96	< 0.005	0.10	0.13	0.23	0.09	0.03	0.12	—	487	487	0.02	0.01	0.51	490
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475

2025	1.35	7.01	7.57	13.1	0.02	0.28	1.50	1.78	0.25	0.36	0.61	—	3,389	3,389	0.15	0.15	0.18	3,436
2026	0.97	6.96	6.27	8.78	0.01	0.22	0.27	0.49	0.20	0.06	0.27	—	1,331	1,331	0.06	0.02	0.02	1,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.96	0.82	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
2025	0.55	1.57	3.28	5.01	0.01	0.13	0.36	0.48	0.12	0.08	0.20	—	1,015	1,015	0.04	0.03	0.68	1,026
2026	0.11	0.82	0.74	1.04	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	157	157	0.01	< 0.005	0.05	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
2025	0.10	0.29	0.60	0.91	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	—	168	168	0.01	0.01	0.11	170
2026	0.02	0.15	0.13	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	25.9	25.9	< 0.005	< 0.005	0.01	26.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Area	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Area	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168

Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	2.21	1.69	16.9	0.04	0.03	1.55	1.58	0.02	0.28	0.30	—	4,185	4,185	0.22	0.18	5.68	4,250
Area	0.64	3.02	0.17	5.85	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	165	165	< 0.005	< 0.005	—	166
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704
Area	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	238	238	0.02	< 0.005	—	239
Water	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7
Waste	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Total	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Area	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Area	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	2.21	1.69	16.9	0.04	0.03	1.55	1.58	0.02	0.28	0.30	—	4,185	4,185	0.22	0.18	5.68	4,250
Area	0.64	3.02	0.17	5.85	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	165	165	< 0.005	< 0.005	—	166
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704
Area	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	238	238	0.02	< 0.005	—	239
Water	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7
Waste	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Total	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443

Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	0.17	0.55	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.03	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	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	0.00
Hauling	0.05	0.01	0.77	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	615	615	0.03	0.10	1.41	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	134	134	0.01	< 0.005	0.01	135
Vendor	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	0.00
Hauling	0.05	0.01	0.80	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	616	616	0.03	0.10	0.04	646

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.1	37.1	< 0.005	0.01	0.04	39.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	6.45

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	0.17	0.55	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.03	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	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	0.00
Hauling	0.05	0.01	0.77	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	615	615	0.03	0.10	1.41	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	134	134	0.01	< 0.005	0.01	135
Vendor	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	0.00
Hauling	0.05	0.01	0.80	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	616	616	0.03	0.10	0.04	646
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.1	37.1	< 0.005	0.01	0.04	39.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	6.45

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.64	5.07	0.01	0.19	—	0.19	0.17	—	0.17	—	834	834	0.03	0.01	—	837
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.92	< 0.005	0.03	—	0.03	0.03	—	0.03	—	151	151	0.01	< 0.005	—	151

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.0	25.0	< 0.005	< 0.005	—	25.1
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.32	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	247	247	0.01	0.01	0.97	251
Vendor	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	0.00
Hauling	0.21	0.06	3.46	1.33	0.02	0.03	0.21	0.24	0.03	0.07	0.10	—	2,765	2,765	0.15	0.44	6.35	2,907
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.21	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	43.0	43.0	< 0.005	< 0.005	0.08	43.6
Vendor	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	0.00
Hauling	0.04	0.01	0.66	0.24	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	500	500	0.03	0.08	0.50	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.11	7.11	< 0.005	< 0.005	0.01	7.21
Vendor	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	0.00

Hauling	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.8	82.8	< 0.005	0.01	0.08	86.9

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.64	5.07	0.01	0.19	—	0.19	0.17	—	0.17	—	834	834	0.03	0.01	—	837
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.92	< 0.005	0.03	—	0.03	0.03	—	0.03	—	151	151	0.01	< 0.005	—	151
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.0	25.0	< 0.005	< 0.005	—	25.1

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.32	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	247	247	0.01	0.01	0.97	251
Vendor	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	0.00
Hauling	0.21	0.06	3.46	1.33	0.02	0.03	0.21	0.24	0.03	0.07	0.10	—	2,765	2,765	0.15	0.44	6.35	2,907
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.21	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	43.0	43.0	< 0.005	< 0.005	0.08	43.6
Vendor	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	0.00
Hauling	0.04	0.01	0.66	0.24	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	500	500	0.03	0.08	0.50	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.11	7.11	< 0.005	< 0.005	0.01	7.21
Vendor	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	0.00
Hauling	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.8	82.8	< 0.005	0.01	0.08	86.9

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.43	2.42	0.01	0.11	—	0.11	0.10	—	0.10	—	515	515	0.02	< 0.005	—	517
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	85.3	85.3	< 0.005	< 0.005	—	85.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.46	0.49	7.71	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,443	1,443	0.06	0.05	5.69	1,465
Vendor	0.05	0.02	0.72	0.35	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	611	611	0.02	0.08	1.66	639
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.58	6.52	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,368	1,368	0.06	0.05	0.15	1,385
Vendor	0.05	0.02	0.75	0.36	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	612	612	0.02	0.08	0.04	638
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.44	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	494	494	0.02	0.02	0.87	501
Vendor	0.02	0.01	0.27	0.13	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	218	218	0.01	0.03	0.25	227
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	81.9	81.9	< 0.005	< 0.005	0.14	83.0
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	36.1	36.1	< 0.005	< 0.005	0.04	37.6
Hauling	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	0.00

3.6. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.43	2.42	0.01	0.11	—	0.11	0.10	—	0.10	—	515	515	0.02	< 0.005	—	517
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	85.3	85.3	< 0.005	< 0.005	—	85.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.46	0.49	7.71	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,443	1,443	0.06	0.05	5.69	1,465
Vendor	0.05	0.02	0.72	0.35	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	611	611	0.02	0.08	1.66	639
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.58	6.52	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,368	1,368	0.06	0.05	0.15	1,385
Vendor	0.05	0.02	0.75	0.36	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	612	612	0.02	0.08	0.04	638
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.44	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	494	494	0.02	0.02	0.87	501
Vendor	0.02	0.01	0.27	0.13	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	218	218	0.01	0.03	0.25	227

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	81.9	81.9	< 0.005	< 0.005	0.14	83.0
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	36.1	36.1	< 0.005	< 0.005	0.04	37.6
Hauling	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	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.37	6.77	0.01	0.27	—	0.27	0.25	—	0.25	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.12	1.19	< 0.005	0.05	—	0.05	0.04	—	0.04	—	255	255	0.01	< 0.005	—	256
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.2	42.2	< 0.005	< 0.005	—	42.3
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.43	0.49	6.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,340	1,340	0.06	0.05	0.13	1,357
Vendor	0.04	0.02	0.71	0.34	< 0.005	0.01	0.03	0.04	< 0.005	0.01	0.02	—	602	602	0.02	0.08	0.04	627
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.12	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	239	239	0.01	0.01	0.39	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	106	106	< 0.005	0.01	0.13	111
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.02	18.3
Hauling	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	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.82	0.69	6.37	6.77	0.01	0.27	—	0.27	0.25	—	0.25	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.12	1.19	< 0.005	0.05	—	0.05	0.04	—	0.04	—	255	255	0.01	< 0.005	—	256
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.2	42.2	< 0.005	< 0.005	—	42.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.43	0.49	6.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,340	1,340	0.06	0.05	0.13	1,357
Vendor	0.04	0.02	0.71	0.34	< 0.005	0.01	0.03	0.04	< 0.005	0.01	0.02	—	602	602	0.02	0.08	0.04	627
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.12	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	239	239	0.01	0.01	0.39	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	106	106	< 0.005	0.01	0.13	111
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2

Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.02	18.3
Hauling	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	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.08	2.26	< 0.005	0.10	—	0.10	0.09	—	0.09	—	349	349	0.01	< 0.005	—	350
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	125	125	0.01	< 0.005	—	126
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.7	20.7	< 0.005	< 0.005	—	20.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	138	138	0.01	< 0.005	0.51	140
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	47.7	47.7	< 0.005	< 0.005	0.08	48.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.90	7.90	< 0.005	< 0.005	0.01	8.01
Vendor	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	0.00
Hauling	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	0.00

3.10. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.08	2.26	< 0.005	0.10	—	0.10	0.09	—	0.09	—	349	349	0.01	< 0.005	—	350
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	125	125	0.01	< 0.005	—	126
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.7	20.7	< 0.005	< 0.005	—	20.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	138	138	0.01	< 0.005	0.51	140
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	47.7	47.7	< 0.005	< 0.005	0.08	48.4
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.90	7.90	< 0.005	< 0.005	0.01	8.01
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	0.77	6.40	7.70	0.01	0.25	—	0.25	0.23	—	0.23	—	1,069	1,069	0.04	0.01	—	1,073
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.15	1.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	192	192	0.01	< 0.005	—	193
Architectural Coatings	—	1.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.21	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Architectural Coatings	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.21	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	268	268	0.01	0.01	0.03	271
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	49.0	49.0	< 0.005	< 0.005	0.08	49.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.11	8.11	< 0.005	< 0.005	0.01	8.21
Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	0.77	6.40	7.70	0.01	0.25	—	0.25	0.23	—	0.23	—	1,069	1,069	0.04	0.01	—	1,073
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.15	1.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	192	192	0.01	< 0.005	—	193
Architectural Coatings	—	1.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.21	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Architectural Coatings	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.21	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	268	268	0.01	0.01	0.03	271
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	49.0	49.0	< 0.005	< 0.005	0.08	49.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.11	8.11	< 0.005	< 0.005	0.01	8.21
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.18	7.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,068	1,068	0.04	0.01	—	1,072

Architect Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.73	0.90	< 0.005	0.03	—	0.03	0.02	—	0.02	—	125	125	0.01	< 0.005	—	126
Architectural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.13	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	263	263	0.01	0.01	0.02	266
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.3	31.3	< 0.005	< 0.005	0.05	31.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.18	5.18	< 0.005	< 0.005	0.01	5.25
Vendor	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	0.00
Hauling	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	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.18	7.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,068	1,068	0.04	0.01	—	1,072
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.73	0.90	< 0.005	0.03	—	0.03	0.02	—	0.02	—	125	125	0.01	< 0.005	—	126
Architectural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.13	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	263	263	0.01	0.01	0.02	266
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.3	31.3	< 0.005	< 0.005	0.05	31.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.18	5.18	< 0.005	< 0.005	0.01	5.25
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.25	2.05	1.45	16.9	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	4,164	4,164	0.20	0.16	12.7	4,231
Regional Shopping Center	0.42	0.39	0.21	2.26	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	486	486	0.03	0.02	1.45	495
Enclosed Parking with Elevator	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	0.00
Total	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.23	2.02	1.58	15.6	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	3,991	3,991	0.21	0.17	0.33	4,048
Regional Shopping Center	0.41	0.39	0.23	2.18	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	466	466	0.03	0.02	0.04	474

Enclosed Parking with Elevator	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	0.00
Total	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.38	0.35	0.28	2.78	0.01	< 0.005	0.26	0.26	< 0.005	0.05	0.05	—	636	636	0.03	0.03	0.86	645
Regional Shopping Center	0.06	0.05	0.03	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.3	57.3	< 0.005	< 0.005	0.08	58.4
Enclosed Parking with Elevator	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	0.00
Total	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.25	2.05	1.45	16.9	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	4,164	4,164	0.20	0.16	12.7	4,231
Regional Shopping Center	0.42	0.39	0.21	2.26	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	486	486	0.03	0.02	1.45	495
Enclosed Parking with Elevator	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	0.00

Total	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.23	2.02	1.58	15.6	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	3,991	3,991	0.21	0.17	0.33	4,048
Regional Shopping Center	0.41	0.39	0.23	2.18	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	466	466	0.03	0.02	0.04	474
Enclosed Parking with Elevator	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	0.00
Total	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.38	0.35	0.28	2.78	0.01	< 0.005	0.26	0.26	< 0.005	0.05	0.05	—	636	636	0.03	0.03	0.86	645
Regional Shopping Center	0.06	0.05	0.03	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.3	57.3	< 0.005	< 0.005	0.08	58.4
Enclosed Parking with Elevator	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	0.00
Total	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	9.73	9.73	< 0.005	< 0.005	—	9.78

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	38.8	38.8	< 0.005	< 0.005	—	39.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	173	173	0.01	< 0.005	—	174

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	9.73	9.73	< 0.005	< 0.005	—	9.78
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	38.8	38.8	< 0.005	< 0.005	—	39.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	173	173	0.01	< 0.005	—	174

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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

Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.7	63.7	0.01	< 0.005	—	63.9
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.82
Enclosed Parking with Elevator	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
Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.5	64.5	0.01	< 0.005	—	64.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.7	63.7	0.01	< 0.005	—	63.9
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.82

Enclosed Parking with Elevator	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
Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.5	64.5	0.01	< 0.005	—	64.7

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.86	0.08	8.47	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Total	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	24.6	24.6	< 0.005	< 0.005	—	24.6
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.83	2.83	< 0.005	< 0.005	—	2.84
Total	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.86	0.08	8.47	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0

Total	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	24.6	24.6	< 0.005	< 0.005	—	24.6
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.83	2.83	< 0.005	< 0.005	—	2.84
Total	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.43	9.71	11.1	0.15	< 0.005	—	15.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.07	0.47	0.54	0.01	< 0.005	—	0.78

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.43	9.71	11.1	0.15	< 0.005	—	15.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.07	0.47	0.54	0.01	< 0.005	—	0.78
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.98	0.00	7.98	0.80	0.00	—	27.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.28	0.00	0.28	0.03	0.00	—	0.98
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.98	0.00	7.98	0.80	0.00	—	27.9

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.28	0.00	0.28	0.03	0.00	—	0.98
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/1/2024	4/1/2024	5.00	22.0	Demolition of 6,681.5 square feet of building and 10,000 sq ft. parking lot
Grading/Excavation	Grading	4/2/2024	7/2/2024	5.00	66.0	20,700 cubic yards of export
Concrete Structure	Building Construction	7/3/2024	3/31/2025	5.00	194	—
Framing & MEP Rough-in	Paving	4/1/2025	9/30/2025	5.00	131	—
Final Inspection, punchlist, Drywall Finishing	Architectural Coating	10/1/2025	3/1/2026	5.00	108	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Concrete Structure	Air Compressors	Diesel	Average	1.00	6.00	367	0.29
Concrete Structure	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	84.0	0.37

Framing & MEP Rough-in	Air Compressors	Diesel	Average	2.00	6.00	10.0	0.56
Framing & MEP Rough-in	Cranes	Diesel	Average	1.00	4.00	81.0	0.42
Framing & MEP Rough-in	Forklifts	Diesel	Average	1.00	6.00	36.0	0.38
Final Inspection, punchlist, Drywall Finishing	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Demolition	Crushing/Proc. Equipment	Gasoline	Average	1.00	1.00	12.0	0.85
Demolition	Dumpers/Tenders	Diesel	Average	1.00	6.00	16.0	0.38
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading/Excavation	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Grading/Excavation	Dumpers/Tenders	Diesel	Average	2.00	7.00	16.0	0.38
Grading/Excavation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Grading/Excavation	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Final Inspection, punchlist, Drywall Finishing	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Final Inspection, punchlist, Drywall Finishing	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Final Inspection, punchlist, Drywall Finishing	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20

Final Inspection, punchlist, Drywall Finishing	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Final Inspection, punchlist, Drywall Finishing	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Concrete Structure	Air Compressors	Diesel	Average	1.00	6.00	367	0.29
Concrete Structure	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	84.0	0.37
Framing & MEP Rough-in	Air Compressors	Diesel	Average	2.00	6.00	10.0	0.56
Framing & MEP Rough-in	Cranes	Diesel	Average	1.00	4.00	81.0	0.42
Framing & MEP Rough-in	Forklifts	Diesel	Average	1.00	6.00	36.0	0.38
Final Inspection, punchlist, Drywall Finishing	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Demolition	Crushing/Proc. Equipment	Gasoline	Average	1.00	1.00	12.0	0.85
Demolition	Dumpers/Tenders	Diesel	Average	1.00	6.00	16.0	0.38
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading/Excavation	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56

Grading/Excavation	Dumpers/Tenders	Diesel	Average	2.00	7.00	16.0	0.38
Grading/Excavation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Grading/Excavation	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Final Inspection, punchlist, Drywall Finishing	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Final Inspection, punchlist, Drywall Finishing	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Final Inspection, punchlist, Drywall Finishing	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Final Inspection, punchlist, Drywall Finishing	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Final Inspection, punchlist, Drywall Finishing	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	8.73	20.0	HHDT

Demolition	Onsite truck	—	—	HHDT
Grading/Excavation	—	—	—	—
Grading/Excavation	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading/Excavation	Vendor	—	10.2	HHDT,MHDT
Grading/Excavation	Hauling	39.2	20.0	HHDT
Grading/Excavation	Onsite truck	—	—	HHDT
Concrete Structure	—	—	—	—
Concrete Structure	Worker	102	18.5	LDA,LDT1,LDT2
Concrete Structure	Vendor	19.0	10.2	HHDT,MHDT
Concrete Structure	Hauling	0.00	20.0	HHDT
Concrete Structure	Onsite truck	—	—	HHDT
Framing & MEP Rough-in	—	—	—	—
Framing & MEP Rough-in	Worker	10.0	18.5	LDA,LDT1,LDT2
Framing & MEP Rough-in	Vendor	—	10.2	HHDT,MHDT
Framing & MEP Rough-in	Hauling	0.00	20.0	HHDT
Framing & MEP Rough-in	Onsite truck	—	—	HHDT
Final Inspection, punchlist, Drywall Finishing	—	—	—	—
Final Inspection, punchlist, Drywall Finishing	Worker	20.4	18.5	LDA,LDT1,LDT2
Final Inspection, punchlist, Drywall Finishing	Vendor	—	10.2	HHDT,MHDT
Final Inspection, punchlist, Drywall Finishing	Hauling	0.00	20.0	HHDT
Final Inspection, punchlist, Drywall Finishing	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	8.73	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading/Excavation	—	—	—	—
Grading/Excavation	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading/Excavation	Vendor	—	10.2	HHDT,MHDT
Grading/Excavation	Hauling	39.2	20.0	HHDT
Grading/Excavation	Onsite truck	—	—	HHDT
Concrete Structure	—	—	—	—
Concrete Structure	Worker	102	18.5	LDA,LDT1,LDT2
Concrete Structure	Vendor	19.0	10.2	HHDT,MHDT
Concrete Structure	Hauling	0.00	20.0	HHDT
Concrete Structure	Onsite truck	—	—	HHDT
Framing & MEP Rough-in	—	—	—	—
Framing & MEP Rough-in	Worker	10.0	18.5	LDA,LDT1,LDT2
Framing & MEP Rough-in	Vendor	—	10.2	HHDT,MHDT
Framing & MEP Rough-in	Hauling	0.00	20.0	HHDT
Framing & MEP Rough-in	Onsite truck	—	—	HHDT
Final Inspection, punchlist, Drywall Finishing	—	—	—	—
Final Inspection, punchlist, Drywall Finishing	Worker	20.4	18.5	LDA,LDT1,LDT2
Final Inspection, punchlist, Drywall Finishing	Vendor	—	10.2	HHDT,MHDT
Final Inspection, punchlist, Drywall Finishing	Hauling	0.00	20.0	HHDT

Final Inspection, punchlist, Drywall Finishing	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Final Inspection, punchlist, Drywall Finishing	205,452	68,484	4,683	1,561	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	16,682	—
Grading/Excavation	—	20,700	0.00	0.00	—
Framing & MEP Rough-in	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Regional Shopping Center	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	658	594	495	228,396	5,378	4,854	4,044	1,866,140
Regional Shopping Center	113	138	63.3	40,041	449	613	281	163,707
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	658	594	495	228,396	5,378	4,854	4,044	1,866,140
Regional Shopping Center	113	138	63.3	40,041	449	613	281	163,707
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	103
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0

Gas Fireplaces	103
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
205452.44999999998	68,484	4,683	1,561	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	397,303	690	0.0489	0.0069	1,200,968
Regional Shopping Center	31,084	690	0.0489	0.0069	15,373
Enclosed Parking with Elevator	124,032	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	397,303	690	0.0489	0.0069	1,200,968
Regional Shopping Center	31,084	690	0.0489	0.0069	15,373
Enclosed Parking with Elevator	124,032	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,510,130	58,297
Regional Shopping Center	222,218	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,510,130	58,297
Regional Shopping Center	222,218	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	0.00
Regional Shopping Center	3.15	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	0.00
Regional Shopping Center	3.15	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	88.8
AQ-DPM	62.9
Drinking Water	92.5
Lead Risk Housing	72.5
Pesticides	0.00
Toxic Releases	75.6
Traffic	97.7
Effect Indicators	—
CleanUp Sites	44.2
Groundwater	43.8
Haz Waste Facilities/Generators	66.6
Impaired Water Bodies	66.7
Solid Waste	0.00
Sensitive Population	—
Asthma	63.7
Cardio-vascular	60.6
Low Birth Weights	38.7
Socioeconomic Factor Indicators	—
Education	68.2
Housing	87.2
Linguistic	77.1
Poverty	68.5
Unemployment	40.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.67842936
Employed	75.70896959
Median HI	27.51186963
Education	—
Bachelor's or higher	70.21686129
High school enrollment	1.231874759
Preschool enrollment	85.15334274
Transportation	—
Auto Access	16.15552419
Active commuting	87.91222892
Social	—
2-parent households	59.97690235
Voting	21.62196843
Neighborhood	—
Alcohol availability	13.02450917
Park access	32.10573592
Retail density	85.87193635
Supermarket access	94.25125112
Tree canopy	60.5800077
Housing	—
Homeownership	15.97587579
Housing habitability	6.03105351
Low-inc homeowner severe housing cost burden	9.611189529

Low-inc renter severe housing cost burden	37.66200436
Uncrowded housing	14.5515206
Health Outcomes	—
Insured adults	31.25882202
Arthritis	84.5
Asthma ER Admissions	36.7
High Blood Pressure	74.3
Cancer (excluding skin)	71.8
Asthma	65.7
Coronary Heart Disease	74.7
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	48.6
Life Expectancy at Birth	82.7
Cognitively Disabled	78.9
Physically Disabled	65.4
Heart Attack ER Admissions	51.2
Mental Health Not Good	45.5
Chronic Kidney Disease	64.9
Obesity	46.0
Pedestrian Injuries	81.7
Physical Health Not Good	45.1
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	45.9
No Leisure Time for Physical Activity	48.5
Climate Change Exposures	—

Wildfire Risk	92.7
SLR Inundation Area	0.0
Children	25.4
Elderly	68.4
English Speaking	22.5
Foreign-born	85.2
Outdoor Workers	80.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.7
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	67.8
Other Decision Support	—
2016 Voting	39.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	84.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	5-story mixed use development with commercial on the ground floor and 2 level subterranean garage
Construction: Construction Phases	Phases include Demolition, Grading & Excavation, Concrete Structure, Framing & MEP Rough In, Drywall & Finishing and Final Inspection
Construction: Off-Road Equipment	Construction equipment forecast
Operations: Hearths	No woodstoves, no wood fireplaces

NOISE STUDY

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

PREPARED FOR:

Gonzales Law Group
707 Wilshire Boulevard, Suite 4350
Los Angeles, CA 90017

PREPARED BY:

Meridian Consultants

860 Hampshire Road, Suite P
Westlake Village, CA 91361

DECEMBER 2023

Table of Contents

Attachment

Figures

Tables

EXECUTIVE SUMMARY

The Project site is located at 2511 Sunset Boulevard Avenue (APN 5402-015-004, 5402-015-005, 5402-012-006, and 5402-015-007) within the Silver Lake-Echo Park-Elysian Valley Community Plan Area in the City of Los Angeles (City), as shown in **Figure 1: Project Site Location**. The Project site is approximately 27,055 square feet (0.62 acres) in size and is currently developed with 6,681.5 square feet of commercial space, including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The Project site is zoned [Q]C2-1VL (commercial zone that allows both commercial and high-density residential uses) with a General Plan Designation of Community Commercial. The Project site is surrounded by single- and multi-family uses along Elsinore Street to the north, Rampart Boulevard to the south, Coronado Street to the east, and Benton Way to the west.

The Project includes removal of the existing uses to construct a new five (5) story 121-unit mixed use building consisting of 3,603 square feet of commercial and 79 parking spaces provided in a 2-level subterranean garage.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Noise Study estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project. The report includes the categories and types of noise and vibration sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels. The findings of the analyses are as follows:

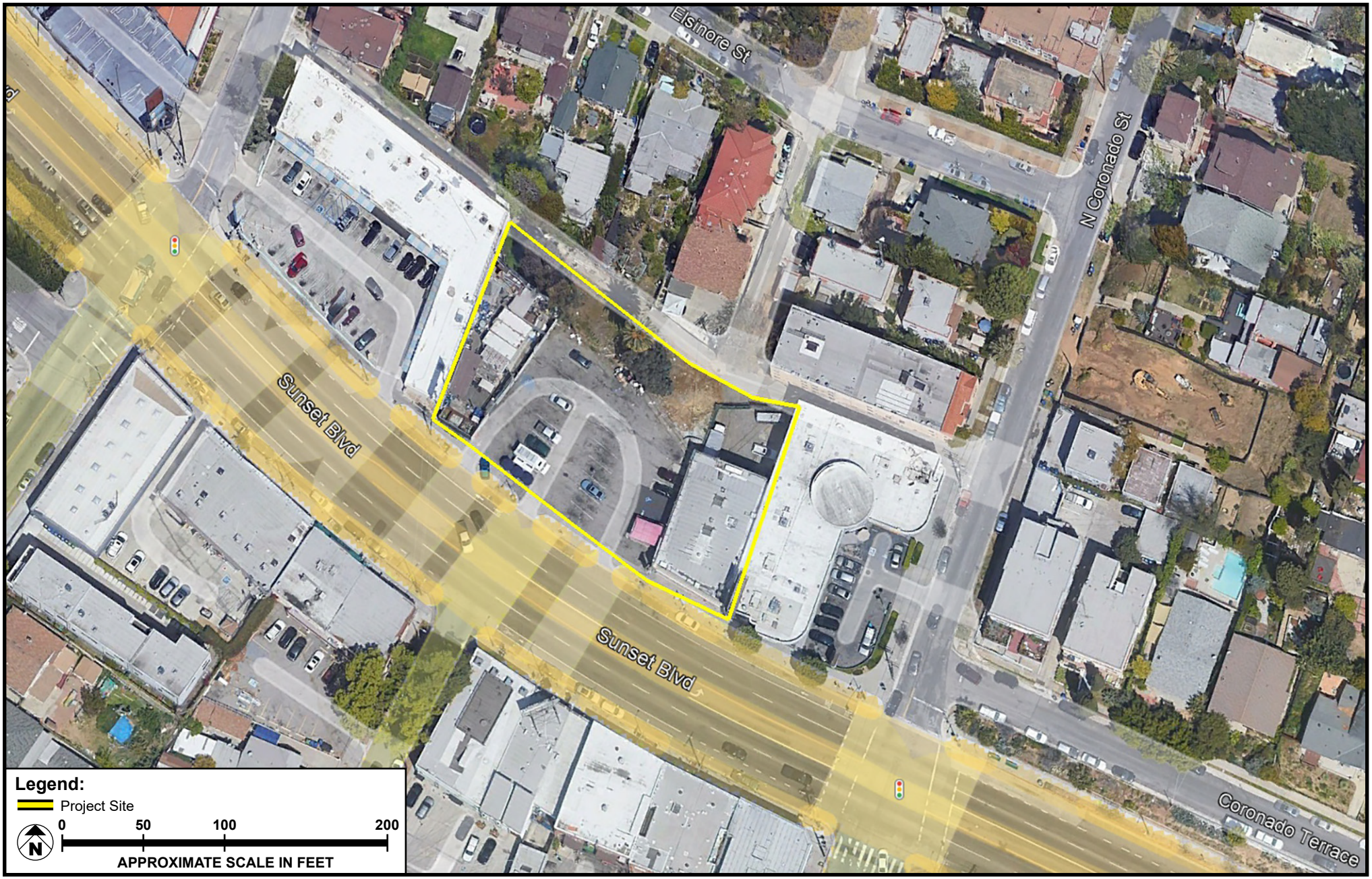
Construction activities would not result in short-term and temporary noise impacts to nearby noise-sensitive receptors due to on-site construction equipment and activities. Compliance with the City's Nosie Ordinance and standards established in the local general plan would ensure implementation of noise-attenuation techniques and placement of the construction-staging area, as well as situating earthmoving equipment away from noise-sensitive sites to reduce construction noise levels below the significance threshold.

Construction of the Project would generate sporadic, temporary vibration effects adjacent to the Project area but would not be expected to exceed the significance thresholds.

Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed recommended measures for each individual project and compliance with locally adopted and enforced noise ordinances. Given that construction activities would be required to comply with the City's allowable hours and would be temporary, construction-related noise would not be significant.

Noise associated with cumulative operational sources would not be significant.

Due to the rapid attenuation characteristics of groundborne vibration and the distance of the cumulative projects to the Project site, no potential exists for cumulative construction- or operational-related impacts with respect to groundborne vibration.



SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22

Ambient Noise Levels

Short-term sound monitoring was conducted at seven (7) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 9:14 AM and 11:20 AM on January 11, 2023, and provided in **Table 1: Ambient Noise Measurements**. **Figures 2-7: Noise Monitoring Locations** depicts locations where ambient noise measurements were conducted. As shown in **Table 1**, ambient noise levels ranged from a low of 60.0 dBA (Leq-15minute) north of the Project site along the alleyway between N. Coronado Street and N. Benton Way (Site 3) to a high of 73.7 dBA (Leq-15minute) at the Project site along Sunset Boulevard (Site 1).

TABLE 1
AMBIENT NOISE MEASUREMENTS

Location Number/Description	Nearest Use	Time Period	Noise Source	dBA Leq-15-minute
1 At the Project site along Sunset Boulevard	Commercial	9:14 AM–9:29 AM	Vehicle and pedestrian traffic along Sunset Boulevard	73.7
2 Northeast of the Project site along N. Coronado Street	Residential	9:31 AM–9:46 AM	Vehicle and pedestrian traffic along Coronado Street	62.7
3 North of the Project site along the alleyway between N. Coronado Street and N. Benton Way	Residential	9:48 AM–10:03 AM	Vehicle and pedestrian traffic along alleyway	60.0
4 Northwest of the Project site along N. Benton Way	Residential	10:08 AM–10:23 AM	Vehicle and pedestrian traffic along Benton Way	63.3
5 North of the Project site along Elsinore Street	Residential	10:27 AM–10:42 AM	Vehicle and pedestrian traffic along Elsinore Street	64.4
6 East of the Project at the corner of Coronado Terrace and N. Coronado Street	Residential	10:45 AM – 11:00 AM	Vehicle and pedestrian traffic along Coronado Terrace	66.1
7 South of the Project site along N. Rampart Boulevard	Residential	11:05 AM–11:20 AM	Vehicle and pedestrian traffic along Rampart Boulevard	60.2

*Source: Refer to **Attachment A** for noise monitoring data sheets.*
Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Sensitive Uses

The vicinity of the Project site contains mixed-use, and commercial uses along Sunset Boulevard and single-family residential neighborhoods to the north and south. An overview of the surrounding land uses relative to the noise monitoring location in **Table 1** above is provided below. Additionally, refer to **Figure 9: Sensitive Receptor Map** for location of the sensitive uses described below:

Noise Monitoring Site 1: Located at the Project site along Sunset Boulevard, sensitive uses include single- and multi-family uses to the north along the adjacent alleyway.

Noise Monitoring Site 2: Located northeast of the Project along N. Coronado Street, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 3: Located to the north of the Project site along the alleyway, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 4: Located to the northwest of the Project site along N. Benton Way, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 5: Located to the north of the Project site along Elsinore Street, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 6: Located to the east of the Project site at Coronado Terrace, sensitive uses include single- and multi-family uses.

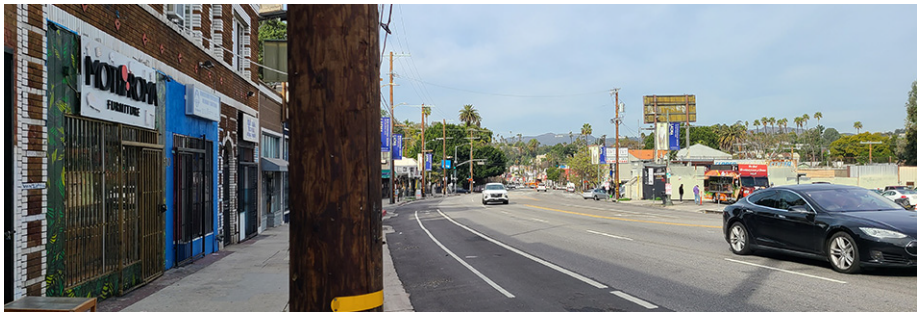
Noise Monitoring Site 7: Located to the south of the Project site along N. Rampart Boulevard, sensitive uses include single- and multi-family uses.

Vibration Conditions

Based on field observations, the primary source of existing ground-borne vibration in the vicinity of the Project site is vehicle traffic on local roadways. According to the Federal Transit Administration,[1] typical road traffic–induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

1 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA report no. 0123 (September 2018), https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed January 2023.

North



West

South

East

SOURCE: Google Earth - 2023

FIGURE **2**

Meridian Consultants

Noise Monitoring Location (Site 1)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **3**

Meridian Consultants

Noise Monitoring Location (Site 2)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **4**

Meridian Consultants

Noise Monitoring Location (Site 3)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **5**

Meridian Consultants

Noise Monitoring Location (Site 4)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **6**

Meridian Consultants

Noise Monitoring Location (Site 5)

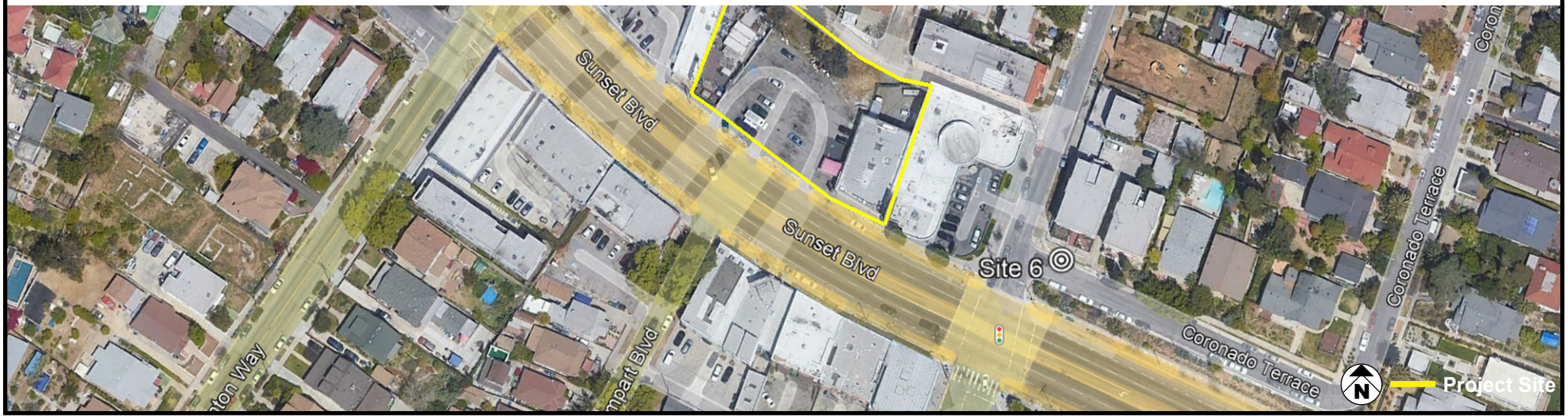
330-002-22

North

West

South

East



SOURCE: Google Earth - 2023

FIGURE **7**

Meridian Consultants

Noise Monitoring Location (Site 6)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **8**

Meridian Consultants

Noise Monitoring Location (Site 7)

330-002-22

SOURCE: Google Earth - 2023

FIGURE **9**

Meridian Consultants

Sensitive Receptor Map

330-002-22

Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants on January 11, 2023, at seven (7) locations within the Project area vicinity, as shown in **Figure 2** through **8**. Noise-level monitoring was conducted for 15-minute intervals at each location using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as "precision," "general-purpose," and "survey" meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

Construction

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As such, for purposes of this analysis, project construction is assumed to begin March 2024 and is expected to last until March 2026. Construction would occur over five phases: (1) demolition, (2) grading/excavation, (3) concrete structure, (4) framing & MEP rough-In, and (5) final Inspection, punchlist, and drywall finishing.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. Based on CalEEMod, the construction workforce would consist of approximately 10 worker trips per day and 9 haul trip per day during demolition; 18 worker trips per day and 39 haul trips per day during grading/excavation; 102 worker trips per day and 19 vendor trip per day during concrete structure; 10 worker trips per day during framing & MEP rough-in; and 20 worker trips per day during final inspection, punchlist, and drywall finishing.

On-Site Construction Equipment

Construction activities typically generate noise from the operation of equipment within the Project Site that is required for the construction of various facilities. Noise impacts from on-site construction equipment, as well as the on-site staging of construction trucks, were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby noise-sensitive receptor locations. Actual construction noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate construction noise levels, hourly activity, or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model.[2]

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. As such, an inventory of construction equipment, including the number and types of equipment, which is analytically assumed to be operating simultaneously within the Project Site was conservatively identified by the Applicant for each phase/component of construction and shown in **Table 2: Construction Equipment by Phase**. Practically, it is highly unlikely that all pieces of construction equipment identified in **Table 2** would operate simultaneously in any specific location during construction. Crawler tractors, graders and dozers can disturb 0.5 acres per day and scraper can disturb 1 acre per day.[3] Therefore, equipment is generally operated only when needed and space constraints (0.62 acre site) limit the equipment that can be used at any one time in a specific location. Consequently, this modeling is considered a conservative approach to calculate the maximum noise levels that would be generated.

The calculated average noise levels provided in **Table 2** were inputted into the noise model SoundPLAN,[4] which generates computer simulations of noise propagation from sources such as construction noise. SoundPLAN forecasts noise levels at specific receptors using sound power data and three-dimensional topographical data.

Construction noise levels have been calculated at each of the analyzed sensitive receptors during each of the construction phases. As detailed in the FHWA Construction Noise Handbook, noise levels generated by on-site construction equipment can be reduced via specific noise control measures including the following: (1) muffler requirements; (2) equipment modifications that reduce noise levels; and (3) maintenance and operational requirements. These noise control measures can be used separately or in combination in order to reduce the noise levels generated by on-site construction equipment.

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2 U.S. Department of Transportation, FHWA Roadway Construction Noise Model Final Report, January 2006, accessed January 2023, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

3 CalEEMod User Guide, Appendix A: Calculation Details for CalEEMod, http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-a2020-4-0.pdf?sfvrsn=6, accessed May 2023.

4 SoundPLAN model is in compliance with ISO 9613-2 standards for assessing attenuation of sound propagating outdoors and general calculation method.

TABLE 2
CONSTRUCTION EQUIPMENT BY PHASE

Construction Phase	Equipment Type	Quantity	Usage Hours (per day)	Noise Level at 50 feet (dBA Leq-1hour)	Calculated Average Noise Level (dBA Leq-1hour)
Demolition	Concrete/Industrial Saws	1	8	82.6	86.1
	Crushing/Proc. Equipment	1	1	72.5	
	Dumpers/Tenders	1	6	82.0	
	Excavators	1	8	76.7	
Grading/Excavation	Bore/Drill Rigs	1	6	72.2	85.4
	Cement and Mortar Mixers	1	6	74.8	
	Dumpers/Tenders	2	7	75.5	
	Excavators	1	8	76.7	
	Forklifts	1	8	82.0	
	Generator Sets	1	8	77.6	
Concrete Structure	Air Compressors	1	6	73.7	87.8
	Cement and Mortar Mixers	1	6	74.8	
	Concrete/Industrial Saws	1	8	82.6	
	Forklifts	1	6	82.0	
	Generator Sets	1	8	77.6	
	Pumps	1	8	89.1	
Framing & MEP Rough-In	Air Compressors	2	6	76.7	83.5
	Cranes	1	4	72.6	
	Forklifts	1	6	82.0	
Final Inspection, Punchlist, Drywall Finishing	Air Compressors	2	6	76.7	88.0
	Cement and Mortar Mixers	2	6	77.8	
	Concrete Industrial Saws	1	8	82.6	
	Forklifts	1	6	82.0	
	Pavers	1	8	74.2	
	Pressure Washers	1	8	82.0	

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
*Refer to **Attachment B** for construction noise worksheets.*

Most on-site construction-related noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. Reducing noise from this source can be achieved via muffler systems. This noise control strategy would include the replacement of worn mufflers and retrofitting on-site construction equipment where mufflers are not in use. Using muffler systems on on-site construction equipment reduces construction noise levels by 10 dBA or more.[5]

Another effective method of diminishing noise levels associated with individual pieces of construction equipment is by modifying the equipment. Modifications such as the dampening of metal surfaces is effective in reducing on-site construction equipment noise levels. These modifications are typically done by the manufacturer or with factory assistance. Noise reductions of up to 5 dBA are achieved using dampening materials.[6]

Other temporary abatement techniques include the use of temporary and/or moveable shielding for both specific and nonspecific operations. Some mobile shielding is capable of being moved intact or being repeatedly erected and dismantled to shield a moving operation. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily moveable, temporary noise barrier system. To be effective, the length of a barrier should be greater than its height, the noise source should not be visible, and any barrier should be located as close as possible to either the noise source or the receiver. In addition, providing increased distance between a noise source and a noise receiver can also be considered a form of abatement.

Additionally, faulty or damaged mufflers, loose engine parts, rattling screws, bolts, or metal plates all contribute to increasing the noise level of on-site construction equipment. By regularly inspecting on-site construction equipment for these conditions and making adjustments to the equipment as necessary can also reduce noise levels generated by on-site construction equipment.

Construction Traffic Noise

The analysis of off-site construction traffic noise impacts focuses on: (1) identifying major roadways that may be used for construction worker commute routes or truck haul routes; (2) identifying the nature and location of noise-sensitive receptors along those routes; and (3) evaluating the traffic characteristics along those routes, specifically as related to existing traffic volumes.

Construction Equipment Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through

5 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, Accessed January 2023.

6 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed January 2023, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment are taken from the FTA *Transit Noise and Vibration Impact Assessment Manual*.[7] Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity.

The vibration source levels for various types of equipment are based on data provided by the FTA.

7 FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018, accessed January 2023, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and groundborne vibration if it would result in:

Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Generation of excessive groundborne vibration or groundborne noise levels?

Appendix G of the State CEQA Guidelines also includes:

For a project located within the vicinity of a private airstrip or 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?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

Construction Noise

A Project would normally have a significant impact on noise levels from construction activities lasting more than 10 days in a three month period or occurring during the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday if construction activities cause the exterior ambient noise level to increase by 5 dBA or more at a noise-sensitive use.

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is only required where "technically feasible."[8] Section 41.40 of the City's Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

8 In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

Operational Noise

Operational noise impacts are evaluated for Project-related off-site roadway traffic noise impacts and on-site stationary source noise from on-site activities and equipment.

- The Project would cause any ambient noise levels to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category; or
- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA CNEL or greater; or
- Project-related operational (i.e., nonroadway) noise sources, such as outdoor activities, building mechanical/electrical equipment, outdoor activities, loading, trash compactor, or parking facilities, increase ambient noise level (hourly Leq) at noise sensitive uses by 5 dBA.

The significance criterion used in the noise analysis for the on-site operations presented below is an increase in the ambient noise level of 5 dBA (hourly Leq) at the noise-sensitive uses, in accordance with the City's Noise Regulations (LAMC Chapter XI). The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the significance criteria for off-site traffic noise associated with Project operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the land use category) at noise-sensitive uses. In addition, the significance for composite noise levels (on-site and off-site sources) is an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on the land use category) for the Project's composite noise (both Project-related on-site and off-site sources) at noise-sensitive uses.

Groundborne Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*[9] is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

9 Caltrans, Transportation and Construction Vibration Guidance Manual (September 2013), https://cityofdavis.org/home/showdocument?id=4521. Accessed January 2023.

Construction

Noise from construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project site. Each construction phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required. The construction equipment reference noise levels provided in **Table 2** above, are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation.[10] During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on equipment operating simultaneously within each phase. These noise levels are typically associated with multiple pieces of equipment operating simultaneously. The estimated construction noise levels were calculated for each of the analyzed receptors (refer to **Figure 9**) during each of the construction phases. Given the physical size of the Project site and logistical limitations, the noise-generating equipment was presumed to be located at the construction area nearest to the affected receptors to present a conservative impact analysis.

Table 3: Maximum Noise Impacts Associated With On-Site Construction Activities presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time as well as operating throughout the construction site (i.e., most of the time construction equipment would be operating at distances further away from the off-site receptors than that assumed). As such, Project construction would often generate lower noise levels than reported herein. As shown, average noise levels during construction would result in a maximum increase of 17.8 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels during the concrete structure phase at adjacent residential uses (Site 3) without implementation of the noise control measures mentioned above.

10 Federal Highway Administration, Traffic Noise Model (2006).

TABLE 3
CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site`	Ambient Noise Levels	Calculated Noise Level (Leq-1hour) by Construction Phase					Significance Threshold[2]	Maximum Increase Above Significance Threshold
		Demolition	Grading/Excavation	Concrete Structure	Framing & MEP Rough-In	Final Inspection, Punchlist, Drywall Finishing		
Site 2	62.7	81.1	80.4	81.8	77.5	76.7	67.7	**+14.1**
Site 3	60.0	82.3	81.7	82.8	78.5	78.2	65.0	**+17.8**
Site 4	63.3	83.2	82.5	83.3	79.0	80.3	68.3	**+15.0**
Site 5	64.4	63.7	63.0	64.8	60.5	55.5	69.4	**-4.6**
Site 6	66.1	63.3	62.6	64.4	60.1	58.9	71.1	**-6.7**
Site 7	60.2	59.9	59.3	61.1	56.8	54.4	65.2	**-4.1**

*Refer to **Attachment B** for Construction Noise Worksheets.*

Note:

[1] Site 1 located at the Project site thus excluded from this analysis.

[2] Ambient noise level plus 5 dBA.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.[11] Additionally, a noise barrier can achieve a 5 dBA noise level reduction, when it is tall enough to break the line-of-sight to the sensitive receiver. It can achieve approximately 1.5 dBA of additional noise level reduction for each meter of barrier height. Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 1.5 dBA. Implementation of these regulatory compliance noise control practices would result in a minimum reduction of 18 dBA (Leq-1hour). Therefore, construction noise levels would not result in a 5 dBA increase or more over ambient noise levels with implementation of basic noise control measures. Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, impacts from construction noise levels would not be considered significant.

Off-Site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. At the maximum, approximately 19 hauling trips per day would take place during the grading/excavation phase. Haul truck traffic would take the most direct route to the freeway ramp along Sunset Boulevard, which is expected to be west on Sunset Boulevard and then south on Silver Lake Boulevard. Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 50.0 to 54.9 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As shown in **Table 1**, existing noise levels ranged from 60.0 dBA to 73.7 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

11 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

Construction Vibration

Pile driving would not be required during construction. As shown in **Table 4: On-Site Construction Vibration Impacts-Building Damage**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV for reinforced-concrete, steel, or timber building at the adjacent residential uses. Impacts related to building damage from on-site construction vibration would not be considered significant.

TABLE 4
ON-SITE CONSTRUCTION VIBRATION IMPACTS – BUILDING DAMAGE

Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment			Significance Threshold (PPV ips)
		Loaded Trucks	Jackhammer	Small bulldozer	
2	Residential	0.164	0.075	0.006	0.5
3	Residential	0.076	0.035	0.003	0.5
4	Residential	0.007	0.003	0.000	0.5
5	Residential	0.003	0.002	0.000	0.5
6	Residential	0.005	0.002	0.000	0.5
7	Residential	0.003	0.001	0.000	0.5

*Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment. Refer to **Attachment C** for construction vibration worksheets.*

Operation

Fixed Mechanical Equipment Noise

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in Section 112.02 of the LAMC, which prohibits equipment from causing more than a 5 dBA increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

CUMULATIVE

Noise from construction of the Project plus related projects would be localized, thereby potentially affecting areas immediately within 500 feet from each projects' construction site. Due to distance attenuation (more than 500 feet away) and intervening structures, construction noise from one site would not result in noticeable increase in noise at sensitive receptors near another site, precluding a cumulative noise impact. It is expected that, as with the Project, related projects would implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. Therefore, the combined construction-noise impacts of related projects within 500 feet and the Project's contribution would not cause a significant cumulative impact.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that these projects would be required to adhere to the City's noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed 2511 Sunset Mixed-Use Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Sincerely,

Christ Kirikian, INCE
Principal | Director of Air Quality & Acoustics
ckirikian@meridianconsultantsllc.com

ATTACHMENT A

Noise Monitoring Data Sheets

Monitoring Location: Site 1
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:14:03	73.5	77.9	57.0
9:15:03	73.6	82.7	55.8
9:16:03	73.7	84.7	58.3
9:17:03	74.9	80.6	59.1
9:18:03	75.5	79.4	63.6
9:19:03	69.4	78.3	55.9
9:20:03	73.5	78.3	59.5
9:21:03	74.2	79.9	60.4
9:22:03	74.7	79.1	59.1
9:23:03	72.4	80.5	59.8
9:24:03	73.3	80.0	58.0
9:25:03	72.9	77.4	58.1
9:26:03	71.3	78.3	56.3
9:27:03	75.3	80.5	63.3
9:28:03	74.3	84.6	56.4
9:29:03	71.4	72.3	65.9

15-minute LAeq **73.7**

Monitoring Location: Site 2
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:31:42	59.0	65.5	53.8
9:32:42	61.3	67.0	55.7
9:33:42	60.1	64.5	56.0
9:34:42	59.5	64.8	56.3
9:35:42	62.8	70.0	54.1
9:36:42	65.0	71.7	53.6
9:37:42	65.2	69.5	58.4
9:38:42	62.7	71.4	54.0
9:39:42	62.4	65.7	59.1
9:40:42	66.5	76.5	54.3
9:41:42	64.6	75.7	59.3
9:42:42	60.1	65.1	55.4
9:43:42	62.3	67.1	59.5
9:44:42	60.3	68.3	56.3
9:45:42	63.3	69.6	59.4
9:46:42	58.6	59.6	59.0

15-minute LAeq **62.7**

Monitoring Location: Site 3
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:48:33	53.3	61.5	49.8
9:49:33	53.1	59.8	50.1
9:50:33	53.3	56.4	49.5
9:51:33	53.4	57.5	49.8
9:52:33	52.4	57.0	50.1
9:53:33	51.1	54.9	49.5
9:54:33	53.1	57.9	49.8
9:55:33	52.4	56.1	50.1
9:56:33	52.9	55.4	51.1
9:57:33	53.2	58.2	50.3
9:58:33	54.8	58.3	53.0
9:59:33	55.3	58.8	53.3
10:00:33	56.1	62.4	52.8
10:01:33	71.1	81.9	52.3
10:02:33	52.2	54.7	50.2
10:03:33	50.6	50.6	50.3

15-minute LAeq **60.0**

Monitoring Location: Site 4
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:08:50	64.5	73.7	55.3
10:09:50	60.3	67.1	55.1
10:10:50	66.0	72.5	56.4
10:11:50	64.3	72.4	54.9
10:12:50	63.7	69.4	56.7
10:13:50	64.9	70.9	57.0
10:14:50	58.6	62.2	55.4
10:15:50	63.3	71.4	54.6
10:16:50	64.2	72.7	56.4
10:17:50	63.3	70.1	54.8
10:18:50	63.1	68.1	58.4
10:19:50	65.3	72.6	59.5
10:20:50	62.3	71.8	52.9
10:21:50	58.9	63.6	52.5
10:22:50	63.2	69.9	54.5
10:23:50	59.4	61.7	59.2

15-minute LAeq **63.3**

Monitoring Location: Site 5
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:27:30	51.3	62.5	45.5
10:28:30	65.1	74.3	48.0
10:29:30	75.2	84.8	58.4
10:30:30	51.6	60.0	42.4
10:31:30	47.3	54.0	42.0
10:32:30	54.3	69.8	42.1
10:33:30	49.3	59.1	43.0
10:34:30	48.2	56.2	40.9
10:35:30	50.5	58.0	44.5
10:36:30	49.1	57.7	44.1
10:37:30	48.7	58.6	42.8
10:38:30	56.4	67.5	45.0
10:39:30	65.3	72.6	44.7
10:40:30	52.9	59.7	48.4
10:41:30	60.5	68.8	45.4
10:42:30	59.7	59.7	59.4

15-minute LAeq **64.4**

Monitoring Location: Site 6
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:45:34	62.3	68.9	51.4
10:46:34	62.6	70.9	53.8
10:47:34	63.3	71.1	53.2
10:48:34	60.9	66.1	54.0
10:49:34	68.8	73.9	59.6
10:50:34	63.8	72.3	52.0
10:51:34	66.5	71.8	55.8
10:52:34	61.5	65.8	53.2
10:53:34	66.6	70.5	54.6
10:54:34	70.2	79.2	62.3
10:55:34	67.0	73.1	51.6
10:56:34	65.5	73.4	54.5
10:57:34	66.3	72.6	55.5
10:58:34	67.0	71.9	58.9
10:59:34	62.6	68.5	54.4
11:00:34	68.7	69.9	67.3

15-minute LAeq **66.1**

Monitoring Location: Site 7
Monitoring Date: 1/11/2023

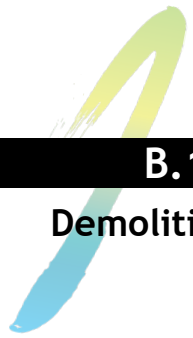
Monitoring Period

Time	LAeq	LASmax	LASmin
11:05:31	58.8	68.4	47.2
11:06:31	60.6	70.4	51.8
11:07:31	61.6	68.8	51.7
11:08:31	60.6	70.5	51.2
11:09:31	62.3	68.5	52.1
11:10:31	60.6	68.8	50.7
11:11:31	63.3	72.8	51.6
11:12:31	55.0	68.3	47.7
11:13:31	59.5	68.0	48.7
11:14:31	60.5	68.9	45.4
11:15:31	51.3	56.9	47.1
11:16:31	64.0	73.8	48.7
11:17:31	56.3	68.6	48.0
11:18:31	59.7	68.2	50.5
11:19:31	58.2	70.0	46.4
11:20:31	51.2	65.0	60.0

15-minute LAeq **60.2**

ATTACHMENT B

Construction Noise Worksheets



B.1

Demolition

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 2	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	15	0
Dump Truck	No	40		76.5	15	0
Excavator	No	40		80.7	15	0
All Other Equipment :	No	50	85		15	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	96.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	25	0
Dump Truck	No	40		76.5	25	0
Excavator	No	40		80.7	25	0
All Other Equipment >	No	50	85		25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	86.7	82.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	92.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	120	0
Dump Truck	No	40		76.5	120	0
Excavator	No	40		80.7	120	0
All Other Equipment >	No	50	85		120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	195	0
Dump Truck	No	40		76.5	195	0
Excavator	No	40		80.7	195	0
All Other Equipment >	No	50	85		195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	68.9	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	155	0
Dump Truck	No	40		76.5	155	0
Excavator	No	40		80.7	155	0
All Other Equipment >	No	50	85		155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	70.9	66.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	225	0
Dump Truck	No	40		76.5	225	0
Excavator	No	40		80.7	225	0
All Other Equipment >	No	50	85		225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
At 50 Feet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Dump Truck	No	40		76.5	50	0
Excavator	No	40		80.7	50	0
All Other Equipment >	No	50	85		50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	86.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.2

Grading Excavation

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Grading/Excavation

				---- Receptor #1 ----
		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Drill Rig Truck	No	20		79.1	15	0
Concrete Mixer Truck	No	40		78.8	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Excavator	No	40		80.7	15	0
All Other Equipment >	No	50	85		15	0
Generator	No	50		80.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	91.1	88.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.5	95.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	25	0
Concrete Mixer Truck	No	40		78.8	25	0
Dump Truck	No	40		76.5	25	0
Dump Truck	No	40		76.5	25	0
Excavator	No	40		80.7	25	0
All Other Equipment >	No	50	85		25	0
Generator	No	50		80.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	85.2	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	86.7	82.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	86.7	83.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	91.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	120	0
Concrete Mixer Truck	No	40		78.8	120	0
Dump Truck	No	40		76.5	120	0
Dump Truck	No	40		76.5	120	0
Excavator	No	40		80.7	120	0
All Other Equipment >	No	50	85		120	0
Generator	No	50		80.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	71.5	64.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	77.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	195	0
Concrete Mixer Truck	No	40		78.8	195	0
Dump Truck	No	40		76.5	195	0
Dump Truck	No	40		76.5	195	0
Excavator	No	40		80.7	195	0
All Other Equipment >	No	50	85		195	0
Generator	No	50		80.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	67.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	68.9	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	68.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.2	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	155	0
Concrete Mixer Truck	No	40		78.8	155	0
Dump Truck	No	40		76.5	155	0
Dump Truck	No	40		76.5	155	0
Excavator	No	40		80.7	155	0
All Other Equipment >	No	50	85		155	0
Generator	No	50		80.6	155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	69.3	62.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	70.9	66.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	70.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	75.2	75.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	225	0
Concrete Mixer Truck	No	40		78.8	225	0
Dump Truck	No	40		76.5	225	0
Dump Truck	No	40		76.5	225	0
Excavator	No	40		80.7	225	0
All Other Equipment >	No	50	85		225	0
Generator	No	50		80.6	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	66.1	59.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	67.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.9	72.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

	Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 Feet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Dump Truck	No	40		76.5	50	0
Dump Truck	No	40		76.5	50	0
Excavator	No	40		80.7	50	0
All Other Equipment >	No	50	85		50	0
Generator	No	50		80.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	79.1	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	85.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.3

Concrete Structure

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Concrete Structure

		Baselines (dBA)			---- Receptor #1 ----
Descriptio	Land Use	Daytime	Evening	Night	
Site 2	Residentia	55	55	55	

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	15	0
Concrete Mixer Truck	No	40		78.8	15	0
All Other Equipment >	No	50	85		15	0
All Other Equipment >	No	50	85		15	0
Concrete Saw	No	20		89.6	15	0
Generator	No	50		80.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	91.1	88.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Concrete Mixer Truck	No	40		78.8	25	0
All Other Equipment >	No	50	85		25	0
All Other Equipment >	No	50	85		25	0
Concrete Saw	No	20		89.6	25	0
Generator	No	50		80.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	86.7	83.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	93.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Concrete Mixer Truck	No	40		78.8	120	0
All Other Equipment >	No	50	85		120	0
All Other Equipment >	No	50	85		120	0
Concrete Saw	No	20		89.6	120	0
Generator	No	50		80.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Concrete Mixer Truck	No	40		78.8	195	0
All Other Equipment >	No	50	85		195	0
All Other Equipment >	No	50	85		195	0
Concrete Saw	No	20		89.6	195	0
Generator	No	50		80.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	68.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Concrete Mixer Truck	No	40		78.8	155	0
All Other Equipment >	No	50	85		155	0
All Other Equipment >	No	50	85		155	0
Concrete Saw	No	20		89.6	155	0
Generator	No	50		80.6	155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	70.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0
Concrete Mixer Truck	No	40		78.8	225	0
All Other Equipment >	No	50	85		225	0
All Other Equipment >	No	50	85		225	0
Concrete Saw	No	20		89.6	225	0
Generator	No	50		80.6	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	67.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

	Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 Feet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Concrete Mixer Truck	No	40		78.8	50	0
All Other Equipment >	No	50	85		50	0
All Other Equipment >	No	50	85		50	0
Concrete Saw	No	20		89.6	50	0
Generator	No	50		80.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	87.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.4
Framing

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Framing & MEP Rough In

		Baselines (dBA)			---- Receptor #1 ----
Descriptio	Land Use	Daytime	Evening	Night	
Site 2	Residentia	55	55	55	

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	15	0
Compressor (air)	No	40		77.7	15	0
Crane	No	16		80.6	15	0
All Other Equipment >	No	50	85		15	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Compressor (air)	No	40		77.7	25	0
Crane	No	16		80.6	25	0
All Other Equipment >	No	50	85		25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	93.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Compressor (air)	No	40		77.7	120	0
Crane	No	16		80.6	120	0
All Other Equipment >	No	50	85		120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Compressor (air)	No	40		77.7	195	0
Crane	No	16		80.6	195	0
All Other Equipment >	No	50	85		195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Compressor (air)	No	40		77.7	155	0
Crane	No	16		80.6	155	0
All Other Equipment >	No	50	85		155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0
Compressor (air)	No	40		77.7	225	0
Crane	No	16		80.6	225	0
All Other Equipment >	No	50	85		225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

	Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 Feet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Compressor (air)	No	40		77.7	50	0
Crane	No	16		80.6	50	0
All Other Equipment >	No	50	85		50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	83.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.5

Final Inspection

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Final Inspection/Punchlist, Drywall

				---- Receptor #1 ----
		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	15	0
Compressor (air)	No	40		77.7	15	0
Concrete Mixer Truck	No	40		78.8	15	0
Concrete Mixer Truck	No	40		78.8	15	0
All Other Equipment >	No	50	85		15	0
Paver	No	50		77.2	15	0
All Other Equipment >	No	50	85		15	0
Concrete Saw	No	20		89.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	87.7	84.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Compressor (air)	No	40		77.7	25	0
Concrete Mixer Truck	No	40		78.8	25	0
Concrete Mixer Truck	No	40		78.8	25	0
All Other Equipment >	No	50	85		25	0
Paver	No	50		77.2	25	0
All Other Equipment >	No	50	85		25	0
Concrete Saw	No	20		89.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	83.2	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	94	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Compressor (air)	No	40		77.7	120	0
Concrete Mixer Truck	No	40		78.8	120	0
Concrete Mixer Truck	No	40		78.8	120	0
All Other Equipment >	No	50	85		120	0
Paver	No	50		77.2	120	0
All Other Equipment >	No	50	85		120	0
Concrete Saw	No	20		89.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Compressor (air)	No	40		77.7	195	0
Concrete Mixer Truck	No	40		78.8	195	0
Concrete Mixer Truck	No	40		78.8	195	0
All Other Equipment >	No	50	85		195	0
Paver	No	50		77.2	195	0
All Other Equipment >	No	50	85		195	0
Concrete Saw	No	20		89.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	65.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Compressor (air)	No	40		77.7	155	0
Concrete Mixer Truck	No	40		78.8	155	0
Concrete Mixer Truck	No	40		78.8	155	0
All Other Equipment >	No	50	85		155	0
Paver	No	50		77.2	155	0
All Other Equipment >	No	50	85		155	0
Concrete Saw	No	20		89.6	155	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	67.4	64.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	225	0
Compressor (air)	No	40		77.7	225	0
Concrete Mixer Truck	No	40		78.8	225	0
Concrete Mixer Truck	No	40		78.8	225	0
All Other Equipment >	No	50	85		225	0
Paver	No	50		77.2	225	0
All Other Equipment >	No	50	85		225	0
Concrete Saw	No	20		89.6	225	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
At 50 Feet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Compressor (air)	No	40		77.7	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Concrete Mixer Truck	No	40		78.8	50	0
All Other Equipment >	No	50	85		50	0
Paver	No	50		77.2	50	0
All Other Equipment >	No	50	85		50	0
Concrete Saw	No	20		89.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

ATTACHMENT C

Construction Vibration Worksheets

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 2)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	15	0.191	0.048	94
Jackhammer		1	0.035	15	0.075	0.019	85
Large bulldozer		1	0.089	15	0.191	0.048	94
Loaded trucks		1	0.076	15	0.164	0.041	92
Pile Drive (impact)		1	0.644	15	1.386	0.346	111
Vibratory Roller		1	0.210	15	0.452	0.113	101
Small bulldozer		1	0.003	15	0.006	0.002	64

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 3)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	25	0.089	0.022	87
Jackhammer		1	0.035	25	0.035	0.009	79
Large bulldozer		1	0.089	25	0.089	0.022	87
Loaded trucks		1	0.076	25	0.076	0.019	86
Pile Drive (impact)		1	0.644	25	0.644	0.161	104
Vibratory Roller		1	0.210	25	0.210	0.053	94
Small bulldozer		1	0.003	25	0.003	0.001	58

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 4)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	120	0.008	0.002	67
Jackhammer		1	0.035	120	0.003	0.001	58
Large bulldozer		1	0.089	120	0.008	0.002	67
Loaded trucks		1	0.076	120	0.007	0.002	65
Pile Drive (impact)		1	0.644	120	0.061	0.015	84
Vibratory Roller		1	0.210	120	0.020	0.005	74
Small bulldozer		1	0.003	120	0.000	0.000	37

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 5)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	195	0.004	0.001	60
Jackhammer		1	0.035	195	0.002	0.000	52
Large bulldozer		1	0.089	195	0.004	0.001	60
Loaded trucks		1	0.076	195	0.003	0.001	59
Pile Drive (impact)		1	0.644	195	0.030	0.007	77
Vibratory Roller		1	0.210	195	0.010	0.002	68
Small bulldozer		1	0.003	195	0.000	0.000	31

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 6)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	155	0.006	0.001	63
Jackhammer		1	0.035	155	0.002	0.001	55
Large bulldozer		1	0.089	155	0.006	0.001	63
Loaded trucks		1	0.076	155	0.005	0.001	62
Pile Drive (impact)		1	0.644	155	0.042	0.010	80
Vibratory Roller		1	0.210	155	0.014	0.003	71
Small bulldozer		1	0.003	155	0.000	0.000	34

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 7)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	225	0.003	0.001	58
Jackhammer		1	0.035	225	0.001	0.000	50
Large bulldozer		1	0.089	225	0.003	0.001	58
Loaded trucks		1	0.076	225	0.003	0.001	57
Pile Drive (impact)		1	0.644	225	0.024	0.006	76
Vibratory Roller		1	0.210	225	0.008	0.002	66
Small bulldozer		1	0.003	225	0.000	0.000	29

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

D – TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 2511 WEST SUNSET BOULEVARD, LOS ANGELES DEPARTMENT OF TRANSPORTATION

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

2511 W Sunset Blvd
DOT Case No. CEN22-54555

Date: May 1, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 2511 WEST SUNSET BOULEVARD (ENV-2023-2029-EAF, DIR-2023-2028-TOC-SPR-HCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated April 2023, for the proposed mixed-use project located at 2511 West Sunset Boulevard within the Silver Lake-Echo Park-Elysian Valley Community Plan area, the East Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to a six-story development with approximately 121 multi-family residential units and 3,434 square-feet (sf) of restaurant space. The project would provide 80 vehicular parking spaces and, a total of 98 (87 long-term and 11 short-term) bicycle parking spaces, on two (one semi-subterranean and one fully subterranean) parking levels. The project would replace a 4,336 sf, occupied building space, consisting of a liquor store and surface parking lot. The development will be accessed via a full-access driveway located on the east-west alley along the northern boundary of the project site as illustrated in **Attachment A**. The project is expected to be completed by 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the

project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the East Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply by providing 80 of the Code-required 194 parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have Household VMT per capita of 5.3 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. Per the updated TAG issued

by LADOT on August 17, 2022, projects with more than 500 daily vehicle trips are required to perform a circulation analysis. It was determined that project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

A. Non-CEQA-Related Requirements and Considerations
To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
The project would provide parking for 80 vehicles and 98 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements
Per the Mobility Element of the General Plan, **Sunset Boulevard**, a Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a full-access driveway from the east-west alley along the northern boundary of the project site. The east-west alley is inadequate for commercial vehicle loading due to the substandard width. Therefore, LADOT recommends that the applicant work with the Parking Meter Division to provide commercial loading along the project frontage on Sunset Boulevard. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

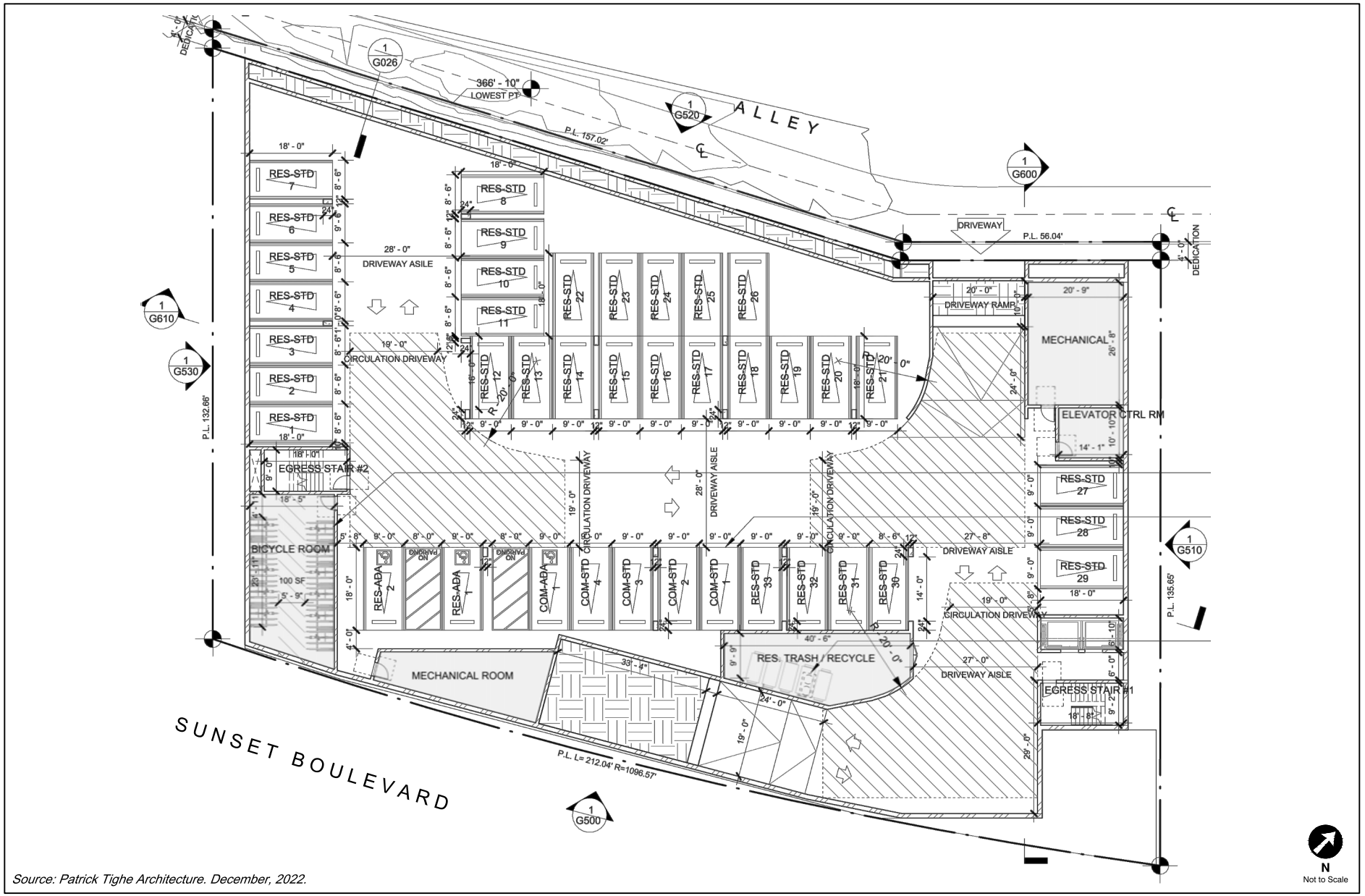
6. Development Review Fees
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Alessandro Mercuri of my staff at (213) 972-4913.

Attachments

I:\Letters\2023\CEN22-54555_2511 W Sunset Bl_MU.docx

c: Hugo Soto-Martinez, Emma Howard, Council District 13
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jonathan Chambers, Gibson Transportation Consulting, Inc.



Source: Patrick Tighe Architecture. December, 2022.

PROJECT SITE PLAN
ALLEY LEVEL (LEVEL P1)

Source: Patrick Tighe Architecture. December, 2022.

N
Not to Scale

PROJECT SITE PLAN
SUNSET BOULEVARD LEVEL (GROUND LEVEL)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 2511 Sunset
Scenario:
Address: 2511 W SUNSET BLVD, 90026

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Liquor Store | Daily	511	Trips
(custom) Liquor Store | HBW-Attraction Split	6	Percent
(custom) Liquor Store | HBO-Attraction Split	50	Percent
(custom) Liquor Store | NHB-Attraction Split	22	Percent
(custom) Liquor Store | HBW-Production Split	0	Percent
(custom) Liquor Store | HBO-Production Split	0	Percent
(custom) Liquor Store | NHB-Production Split	22	Percent
(custom) Liquor Store | Daily	0	Residents
(custom) Liquor Store | Daily	6	Employees
(custom) Liquor Store | Daily	Retail	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	3.434	ksf
Housing | Multi-Family	108	DU
Housing | Affordable Housing - Family	13	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
432 Daily Vehicle Trips	804 Daily Vehicle Trips
2,694 Daily VMT	4,922 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	372 Net Daily Trips
The net increase in daily VMT ≤ 0	2,228 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.434 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2511 Sunset

Scenario:

Address: 2511 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.434	ksf
Housing | Multi-Family	108	DU
Housing | Affordable Housing - Family	13	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
194 city code parking provision for the project site
80 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
698 Daily Vehicle Trips	**698** Daily Vehicle Trips
4,280 Daily VMT	**4,280** Daily VMT
5.3 Household VMT per Capita	**5.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

3/30/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	108	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	13	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.434	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 14 Total Population: 284			
Proposed Project		***With Mitigation***	
698	**Daily Vehicle Trips**	**698**	**Daily Vehicle Trips**
4,280	**Daily VMT**	**4,280**	**Daily VMT**
5.3	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	194	194
		Actual parking provision (spaces)	80	80
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	108	-23.1%	83	7.6	821	631
Home Based Other Production	299	-31.4%	205	5.3	1,585	1,087
Non-Home Based Other Production	203	-3.0%	197	6.7	1,360	1,320
Home-Based Work Attraction	20	-40.0%	12	9.2	184	110
Home-Based Other Attraction	288	-26.0%	213	5.5	1,584	1,172
Non-Home Based Other Attraction	97	-3.1%	94	6.4	621	602

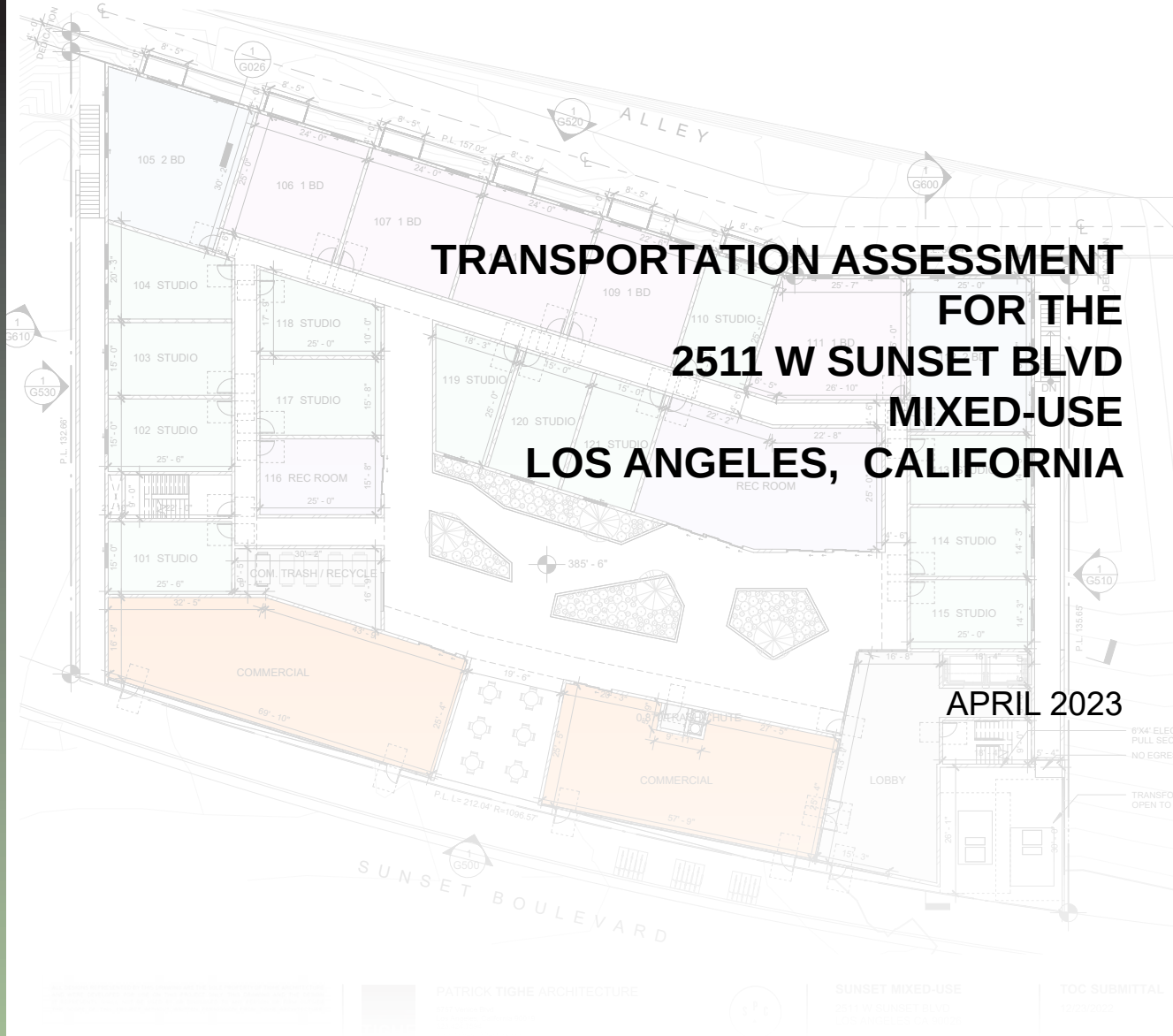
MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	72	549	-13.0%	72	549
Home Based Other Production	-13.0%	178	945	-13.0%	178	945
Non-Home Based Other Production	-13.0%	171	1,148	-13.0%	171	1,148
Home-Based Work Attraction	-13.0%	10	96	-13.0%	10	96
Home-Based Other Attraction	-13.0%	185	1,019	-13.0%	185	1,019
Non-Home Based Other Attraction	-13.0%	82	523	-13.0%	82	523

MXD VMT Methodology Per Capita & Per Employee

Total Population: 284
Total Employees: 14
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,494**	**1,494**
Total Home Based Work Attraction VMT	**96**	**96**
Total Home Based VMT Per Capita	**5.3**	**5.3**
Total Work Based VMT Per Employee	**N/A**	**N/A**



TRANSPORTATION ASSESSMENT FOR THE 2511 W SUNSET BLVD MIXED-USE LOS ANGELES, CALIFORNIA

APRIL 2023

PREPARED FOR

SIX PEAK DEVELOPMENT, LLC.

PREPARED BY

Gibson transportation consulting, inc.

TRANSPORTATION ASSESSMENT
FOR THE
2511 W. SUNSET BOULEVARD
MIXED-USE PROJECT

LOS ANGELES, CALIFORNIA

April 2023

Prepared for:

SIX PEAK DEVELOPMENT, LLC

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.
555 W. 5th Street, Suite 3375
Los Angeles, California 90013
(213) 683-0088

Ref: J2046

Table of Contents

Table of Contents, cont.

List of Figures

NO.

List of Tables

NO.

Chapter 1
Introduction

This study presents the transportation assessment for the proposed 2511 W. Sunset Boulevard Mixed-Use Project (Project) within the *Silver Lake-Echo Park-Elysian Valley Community Plan* (Los Angeles Department of City Planning [LADCP], 2004) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

Six Peak Development, LLC (Applicant) proposes construction of a new six-story development with approximately 121 multi-family residential units and 3,434 square feet (sf) of restaurant space above two subterranean parking levels. The Project would provide 80 vehicular parking spaces and 98 bicycle parking spaces, including 87 long term and 11 short term bicycle spaces, on one semi-subterranean level and one fully subterranean level. The Project would replace 4,336 sf of existing occupied building space (a liquor store) and a surface parking lot. The Project is anticipated to be completed and operational in Year 2026.

The Project site is located in City Council District 13 and is assigned Assessor Parcel Numbers 5402-015-007, 5402-015-006, 5402-015-005, 5402-015-004 in the Los Angeles County Assessor's records.

Project Site Access

Vehicular access to the Project site would be provided via a driveway located on the east-west alley along the northern boundary of the Project site (the Coronado Alley). The Coronado Alley connects to Coronado Street to the west and is at a lower elevation than Sunset Boulevard. To the east it connects to Benton Way, but access is restricted in that direction by a locked gate.

A north-south alley (the Elsinore Alley) connects the Coronado Alley to Elsinore Street to the north. The three existing driveways along Sunset Boulevard would be removed with development of the Project.

Pedestrian access to the residential lobby, ground floor residential units, and restaurant would be provided along Sunset Boulevard. Access to the bicycle parking would be provided through pedestrian and vehicular access points.

The Project also proposes to install a commercial loading zone on Sunset Boulevard for commercial deliveries to the site and move-in/move-out operations. While these operations would typically occur on alleys, pursuant to Los Angeles Municipal Code (LAMC) section 12.21.C.6, the Coronado Alley and the Elsinore Alley are too narrow to safely accommodate commercial vehicle operations. There is no space for commercial vehicles to turn around within the alleys (or to turn from the Elsinore Alley to the Coronado Alley or vice versa), so these vehicles would have to either back in or out of the alleys (which are each over 150 feet long between the street and the Project Site). These operations would block residential circulation on the alleys and/or the residential streets for extended periods of time and would create generally unsafe conditions for pedestrians and drivers. The LAMC allows exceptions to the loading provisions for oddly-shaped or oddly-located lots and hillside lots with approval of the Los Angeles Department of Building and Safety, which the Applicant is seeking. Because the Project Site currently has three driveways on Sunset Boulevard, all of which would be removed with the Project, a commercial loading zone can be provided while still increasing the number of metered parking spaces on Sunset Boulevard compared to existing conditions. As such, commercial loading on Sunset Boulevard would be a much safer and more functional alternative to loading in the alley.

The Project site plan at the P1 level (where the Project accesses the Coronado Alley) is shown in Figure 1A and at ground level (the level of Sunset Boulevard) is shown in Figure 1B.

Roadway Dedications

According to *Mobility Plan 2035: An Element of the General Plan* (LADCP, January 2016) (Mobility Plan), Sunset Boulevard is an Avenue I with a right-of-way (ROW) width requirement of 100 feet, including a paved width of 70 feet (half roadway width of 35 feet) and 15-foot wide

sidewalks. Sunset Boulevard meets the standard for an Avenue I designation adjacent to the Project site. No dedications are anticipated on Sunset Boulevard.

To the rear of the Project site, the Coronado Alley is a designated Access Road with a ROW width requirement of 20 feet (half ROW width of 10 feet). Currently, the Coronado Alley is 12 feet wide (with a half ROW width of six feet). Thus, the Applicant is required to provide an approximate four-foot dedication along the northern boundary of the Project site to widen the Coronado Alley to meet the roadway standards set in the Mobility Plan.

PROJECT LOCATION

As illustrated in Figure 2, the Project site is adjacent to commercial uses to the east and west, residential uses to the north, across the Coronado Alley, and commercial uses to the south, across Sunset Boulevard. The Project site is located approximately 0.4 miles north of the Hollywood Freeway (US 101) and 1.2 miles southwest of the Glendale Freeway (SR 2), both of which provide regional access to the vicinity.

The Project site is located within 0.25 miles of a Major Transit Stop, which is defined in *Transit Oriented Communities Program Guidelines* (LADCP, Revised February 26, 2018) and updated in *Metro NextGen; Rapid Bus Definitions* (LADCP, March 25, 2021) as rail stations or intersections of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. The Project site is located within 0.25 miles of the bus stop at Sunset Boulevard & Coronado Street, which is served by the Los Angeles County Metropolitan Transit Authority (Metro) Line 2, Line 4, and Line 603. As shown in Figure 3, these three lines intersect at that intersection and travel in different directions from there. Lines 2 and 4 continue on Sunset Boulevard west of Coronado Street (eventually diverging at Hollywood Boulevard) while Line 603 travels on Coronado Street south of Sunset Boulevard. To the east, all three lines diverge from each other at Alvarado Street and Sunset Boulevard: Line 2 travels south on Alvarado Street, Line 603 travels north on Alvarado Street, and Line 4 travels east on Sunset Boulevard. The Project site is also served by the Sunset / Benton bus stop, which is serviced by Metro Line 2 and Line 4.

STUDY SCOPE

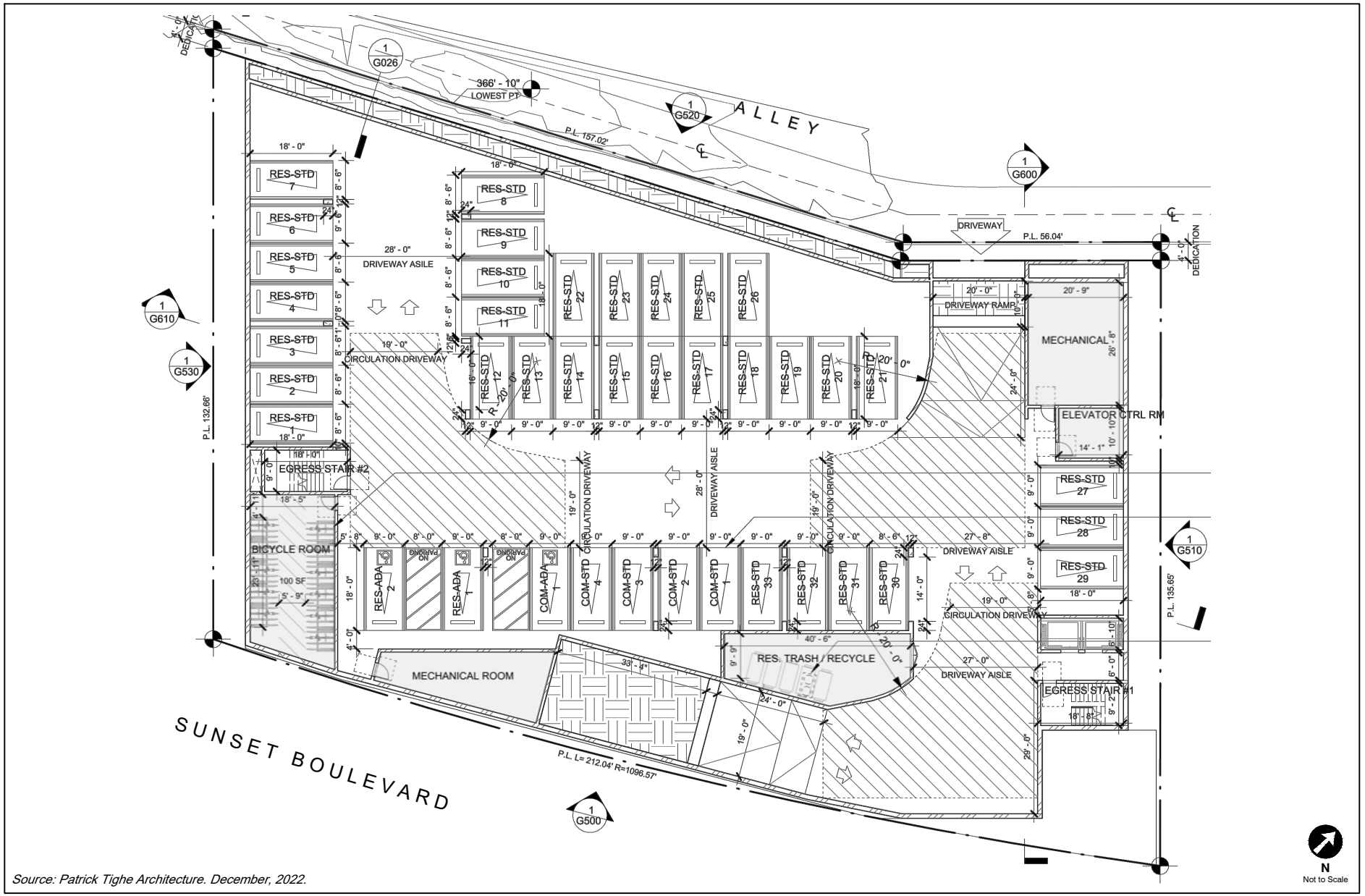
The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on January 9, 2023. A copy of the signed MOU is provided in Appendix A.

As shown in the approved MOU, the Project generates more than 250 net new daily vehicle trips and, thus, a VMT analysis is required. The Project generates fewer than 500 net new daily trips and, therefore, an access and circulation analysis is not required.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 estimates the traffic to be generated by the Project. Chapter 4 details the CEQA analysis of transportation impacts, including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the non-CEQA transportation analyses, including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis, to the extent required for the Project. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions and additional details supporting the technical analyses.



Source: Patrick Tighe Architecture. December, 2022.

PROJECT SITE PLAN
ALLEY LEVEL (LEVEL P1)

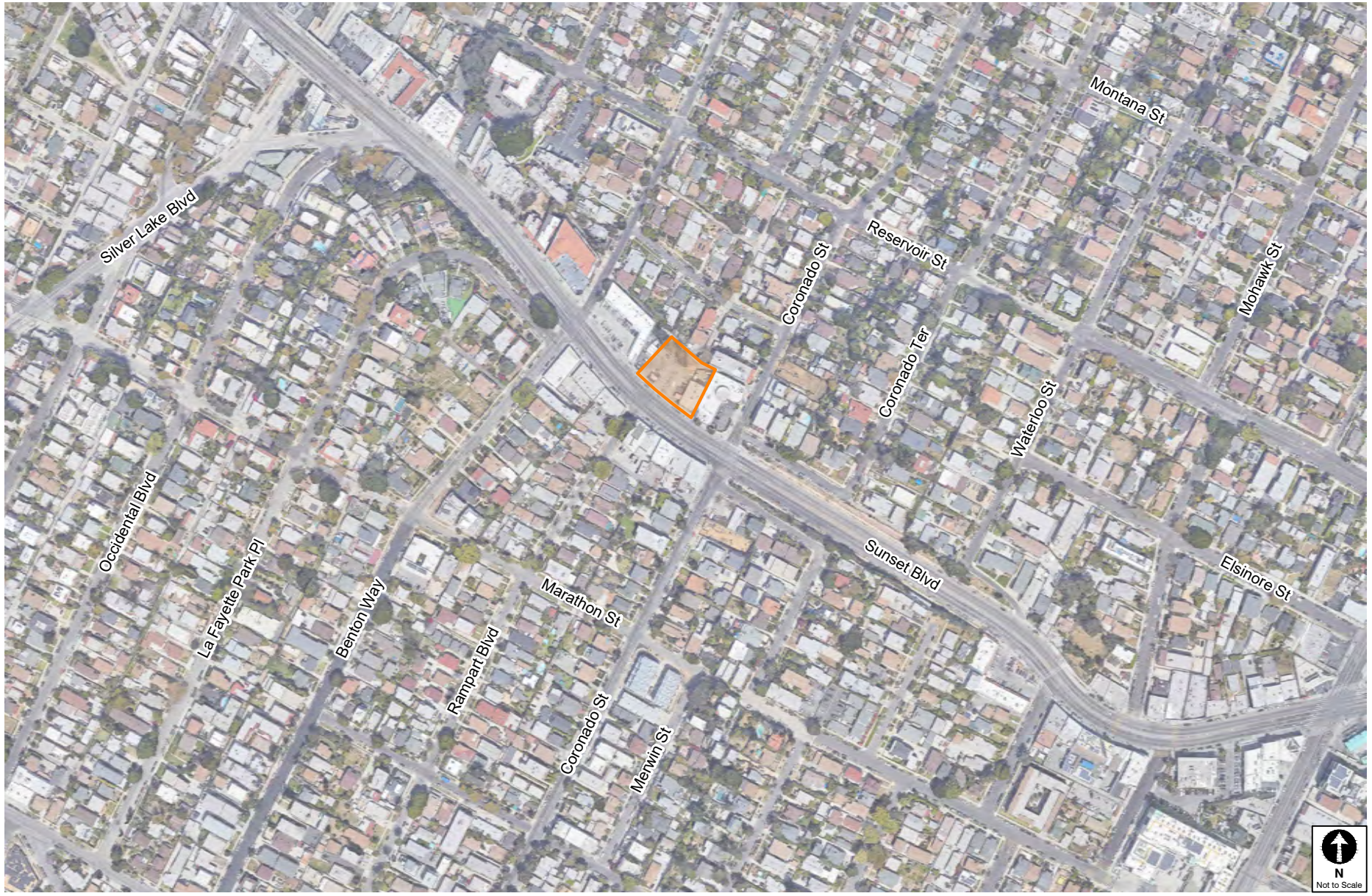
FIGURE
1A

Source: Patrick Tighe Architecture. December, 2022.

N
Not to Scale

PROJECT SITE PLAN
SUNSET BOULEVARD LEVEL (GROUND LEVEL)

FIGURE
1B



PROJECT SITE LOCATION

FIGURE 2

EXISTING TRANSIT SERVICE

FIGURE 3

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area (generally defined as the area within 0.25 miles of the Project site for the purposes of this report). The Existing Conditions analysis includes an assessment of the existing street system, public transit service, and pedestrian and bicycle circulation at the time of preparation of this report.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation to the Project. These transportation facilities generally provide two to four travel lanes and usually allow parking on one or both sides of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and 65 mph on freeways.

The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The only street in the Study Area with a classification above Local Street is Sunset Boulevard, which is a designated Avenue I that travels in the east-west direction. It is located south of the Project site and provides between four and six travel lanes with a left-turn median. Metered parking is generally available on the north and south sides of the street adjacent to the Project site, and unmetered parking without peak hour restrictions is generally available on the north and south sides farther from the Project site. Inside lanes are typically 10 feet wide and the total paved width of the street varies between approximately 70 and 75 feet wide.

Both adjacent intersections along Sunset Boulevard – at Benton Way to the west and Coronado Street to the east – have the following existing mobility facilities:

- Class II bicycle lanes in the eastbound and westbound directions
- Bus stops along Sunset Boulevard for Metro buses
- Continental crosswalk striping on all four approaches
- Pedestrian push buttons on the east and west legs for pedestrians crossing Sunset Boulevard
- Signalized pedestrian phases on all four approaches
- Curb ramps on each corner (though they do not provide tactile pavement, a requirement under the Americans with Disabilities Act [ADA])

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 93 points.[1]

The sidewalks that serve as routes to the Project site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. They connect to accessible crossings at signalized intersections within the Study Area. Figure 4 presents an inventory of pedestrian attractors within a 0.25-mile walking distance from the Project site.

[1] Walk Score (www.walkscore.com) rates the Project site with a score of 93 of 100 possible points (scores accessed on February 17, 2023, for 2511 Sunset Boulevard). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Bicycle System

The Mobility Plan and *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, Adopted March 2011) (2010 Bicycle Plan) guide implementation of bicycle infrastructure. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Bikeway System) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). The BLN consists of Class II bicycle lanes, a component of street design with dedicated striping to separate vehicular traffic from bicycle traffic, and Class III bicycle lanes (sharrows), where motorists and bicyclists share the roadway and there is no separated striping for bicycle travel.

There are currently Class II bicycle lanes along Sunset Boulevard adjacent to the Project site.

Existing Transit System

The Project Study Area is served by bus lines operated by Metro, including Line 2, Line 4, and Line 603. Figure 3 illustrates the existing transit service and transit stops within the Study Area. Table 1 summarizes the transit lines operating in the Study Area for each of the service providers in the region as of February 2023, the type of service (peak vs. off-peak, express vs. local), and the frequency of service during the morning and evening transit peak periods (between 6:00 AM and 10:00 AM and between 3:00 PM and 7:00 PM as defined by the Southern California Association of Governments [SCAG] and the City).

Tables 2A and 2B summarize the total capacity of the nearby Metro transit system during the morning and afternoon peak hours based on the frequency of service of each line, detailed ridership data provided by Metro, and the maximum seated and standing capacity of each bus or train. Ridership data was provided in April 2019, which is the latest year comprehensive hourly data for Metro was available. Thus, the data provided is prior to any shifts in travel demand due to the COVID-19 pandemic or the implementation of the Metro Next Gen Bus Plan, which reorganized bus routes, headways, and stop locations. As shown in Tables 2A and 2B, the transit lines located within a 0.25-mile walking distance of the Project Site currently provide additional capacity for 1,179 transit trips during the morning peak hour and 1,071 transit trips during the

afternoon peak hour. Bus and rail lines with stop locations located more than 0.25 miles from the Project Site were excluded from the summary.

Three out of five of the public transit stops at the intersections nearest the Project site are equipped with benches, and two are also equipped with shelters for shade and rain protection. The other two bus stops (the westbound Sunset / Benton stop on the north side of Sunset Boulevard and the southbound Coronado / Sunset stop on the west side of Coronado Street) have neither benches nor shelters.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Sunset Boulevard adjacent to the Project site is identified as part of the HIN.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

This section describes anticipated changes in the built environment or transportation system that may affect vehicular, pedestrian, or bicycle access to and from the Project site.

Related Projects

In accordance with the CEQA Guidelines, this study considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project site were considered for analysis. The list of Related Projects is based on information

provided by LADCP and LADOT in November 2022, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 3 and their approximate locations shown in Figure 5.

Future Infrastructure Improvements

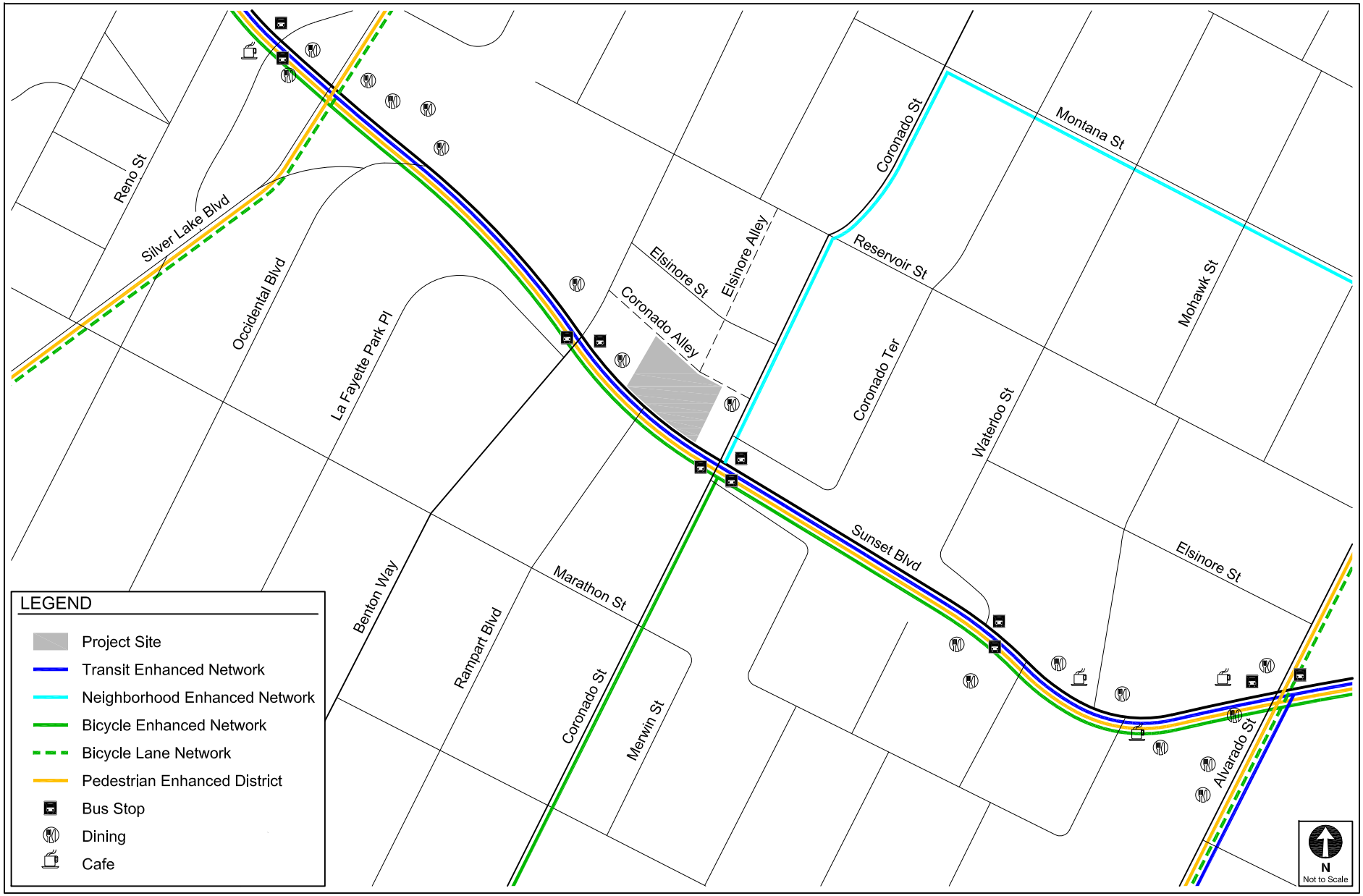
While there are no planned and funded roadway improvement projects expected to be implemented prior to the buildout of the proposed Project within the Study Area, the Mobility Plan identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation. However, the following mobility-enhanced networks included corridors within or near the Study Area and depicted in Figure 4:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Sunset Boulevard near the Project site has been designated as part of the TEN.

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Coronado Street north of Sunset Boulevard and Montana Street east of Coronado Street near the Project site have been designated as part of the NEN.

- BEN/BLN: Sunset Boulevard and Coronado Street south of Sunset Boulevard near the Project site is part of the BEN. Alvarado Street and Silver Lake Boulevard near the Project site are designated as part of the BLN.

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Sunset Boulevard, Alvarado Street, and Silver Lake Boulevard near the Project site have been designated as part of the PED.



ROADWAY MODAL PRIORITIES AND PEDESTRIAN DESTINATIONS

FIGURE 4

LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes) [a]			
				Morning Peak Period		Afternoon Peak Period	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	USC - Westwood via Sunset Boulevard	Local	24 Hours	9	9	7	9
4	Downtown LA - Santa Monica via Santa Monica Boulevard	Local	24 Hours	9	7	7	8
603	Downtown LA - Glendale via Rampart Boulevard	Local	5:30 A.M. - 11:00 P.M.	12	12	13	13

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

Morning peak period from 6:00 AM to 10:00 AM, afternoon peak period from 3:00 PM to 7:00 PM consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average frequency is based on the average time between trips occurring during the peak periods as indicated in transit schedules from February 2023.

TABLE 2A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service											
2	USC - Westwood via Sunset Boulevard	Sunset / Coronado	50	24	20	18	14	32	36	192	214
4	Downtown LA - Santa Monica via Santa Monica Boulevard	Sunset / Coronado	50	24	16	14	10	36	40	217	239
603	Downtown LA - Glendale via Rampart Boulevard	Sunset / Coronado	50	34	34	24	22	26	28	157	160
Total Remaining Peak Hour Bus Ridership Capacity										**1,179**	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing

[b] Ridership information based on data from Metro for April 2019, the latest year that comprehensive data was available. Data represented was collected prior to the COVID-19 pandemic and NextGen update.

TABLE 2B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service											
2	USC - Westwood via Sunset Boulevard	Sunset / Coronado	50	26	27	20	21	30	29	196	194
4	Downtown LA - Santa Monica via Santa Monica Boulevard	Sunset / Coronado	50	19	27	13	21	37	29	214	187
603	Downtown LA - Glendale via Rampart Boulevard	Sunset / Coronado	50	26	33	22	29	28	21	163	117
Total Remaining Peak Hour Bus Ridership Capacity										**1,071**	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing

[b] Ridership information based on data from Metro for April 2019, the latest year that comprehensive data was available. Data represented was collected prior to the COVID-19 pandemic and NextGen update.

TABLE 3
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Apartments	1911 W Sunset Blvd	170 apartment units	670	13	37	50	33	22	55
2	Alvarado Apartments	801 N Alvarado St	55 apartment units	205	5	15	20	12	8	20
3	Alvarado Apartment Building	900 N Alvarado St	47 apartment units	156	-2	11	9	7	-1	6
4	Restaurant & Retail	1455 N Alvarado St	5,050 sf restaurant, 2,984 sf retail	790	33	29	62	33	26	59
5	Residential	3012 W Sunset Blvd	68 apartment units, 6 affordable	339	6	17	23	16	11	27
6	3225 Sunset Mixed-Use	3209 W Sunset Blvd	82 apartment units, 8,000 sf commercial	452	4	18	22	12	0	12
7	Residential Project	2225 W Sunset Blvd	158 apartment units, 18 affordable apartment units	638	16	53	69	48	29	77

Notes:
sf = square feet. Related project information based on available information provided by LADOT and Department of City Planning in November 2022.

Chapter 3
Project Traffic

Trip generation estimates for the Project were prepared for use in the Project's non-CEQA traffic analysis.

PROJECT TRIP GENERATION

The number of vehicle trips expected to be generated by the Project was estimated using rates published for the market-rate multifamily (mid-rise) housing and high-turnover restaurant land use in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). These rates are based on surveys of similar land uses at sites around the country and are utilized to calculate the number of vehicle trips traveling to and from the Project site during the morning and afternoon peak hours relative to the size of development.

As described in Chapter 1, the Project is located within a 0.25-mile walking distance of a Major Transit Stop (Sunset / Coronado). Therefore, in consultation with LADOT, a 10% transit / walk-in reduction was applied to Project trips to account for transit usage and walking arrivals from the surrounding neighborhoods and adjacent commercial developments. A 20% pass-by reduction was also applied to the restaurant trip generation estimates to account for trips made by drivers already passing by the Project site and stopping on their way to another destination.

Existing trips generated by the currently operational liquor store were counted at the existing driveways on Sunset Boulevard in November 2022. These trips would be removed with development of the Project. As many of these trips were likely made as pass-by trips, a 50% reduction was applied to these counts. The driveway counts are provided in Appendix B.

As shown in Table 4, after accounting for the adjustments above, the Project is anticipated to generate a net total of 372 trips on a typical weekday, including 48 morning peak hour trips (13

inbound trips, 35 outbound trips) and 45 afternoon peak hour trips (31 inbound trips, 14 outbound trips).

PROJECT SITE ACCESS

As discussed previously, traffic entering and exiting the Project would utilize the Coronado Alley adjacent to the northern boundary of the Project site. The Coronado Alley provides connections to Coronado Street to the east and Benton Way to the west; however, a gate prevents access to Benton Way. The Elsinore Alley would connect between the Coronado Alley and Elsinore Street to the north, providing Project residents and visitors the opportunity to access the Project site from the north.

Adjacent to the Project site, the Coronado Alley would be widened from 12 feet to 16 feet with completion of the Project. However, east of the Project Site and connecting to Coronado Street, the Coronado Alley does not provide sufficient width for vehicles traveling in opposite directions to pass.

The Elsinore Alley is as narrow as 13 feet at one point between the Project Site and Elsinore Street, though there is a location where a vehicle could temporarily pull over to let a vehicle traveling in the opposite direction pass. This portion of the Elsinore Alley serves multiple driveways for existing residential buildings to the north of the Project site.

Given the additional traffic the Project would cause to circulate on these two alleys and the increase in likelihood that two vehicles may enter the alleys from opposite directions, the Project would use signage and messaging to encourage residents to approach the Project site via the Coronado Alley from Coronado Street and depart via the Elsinore Alley to Elsinore Street. This configuration would reduce the potential for two opposing vehicles to enter either alley at the same time and reduce the potential for congestion.

TABLE 4
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	Weekday					
				Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Mid-Rise)	221	per du	[d]	23%	77%	0.37	61%	39%	0.39
Affordable Multi-Family Housing (Inside TPA)	[b]	per du	[d]	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	[d]	55%	45%	9.57	61%	39%	9.05
Liquor Store	[c]	per 1,000 sf	[d]	58%	42%	0.01	45%	55%	0.01
Proposed Project									
Multifamily Housing (Mid-Rise)	221	108 du	[d]	9	31	40	26	16	42
Less 10% Transit/Walk Adjustment [e]				*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(5)*
Affordable Multi-Family Housing (Inside TPA)	[b]	13 du	[d]	2	4	6	3	2	5
High-Turnover (Sit-Down) Restaurant	932	3,434 sf	[d]	18	15	33	19	12	31
Less 10% Transit/Walk Adjustment [e]				*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by Adjustment [f]				*(3)*	*(3)*	*(6)*	*(3)*	*(2)*	*(5)*
Subtotal - Proposed Project Trips			**804**	**23**	**42**	**65**	**40**	**25**	**65**
Existing Active Uses to be Removed									
Liquor Store	[c]	4,336 sf	[c]	21	15	36	18	22	40
Less 50% Pass-by Adjustment [f]				*(11)*	*(8)*	*(19)*	*(9)*	*(11)*	*(20)*
Subtotal - Existing Trips to be Removed			**432**	**10**	**7**	**17**	**9**	**11**	**20**
Total - Net New Project Trips			**372**	**13**	**35**	**48**	**31**	**14**	**45**

Notes:

du = dwelling units; sf = square feet.

[a] Source: *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

[b] The Project Site is located within a Tier 3 Transit Oriented Community (TOC), as designated in *Transit Oriented Communities Affordable Housing Incentive Program Guidelines* (TOC Guidelines), (Los Angeles Department of City Planning, 2018). Therefore, the trip generation rates from LADOT Transportation Assessment Assessment Guidelines (August 2022) for affordable housing - family inside a Transit Priority Area were utilized.

[c] Existing trip generation for the active land use is based on driveway counts collected on Wednesday, November 16, 2022.

[d] Daily trip generation rates are based on the VMT Calculator provided in Appendix D.

[e] Per LADOT's *Transportation Assessment Guidelines* (LADOT, Aug 2022), the Project Site is located within a 0.25 miles or one quarter mile walking distance from a Metro Bus stop for lines 2, 4, and 603; therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Chapter 4
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and any improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards that would be created due to geometric design features.

METHODOLOGY

SB 743, adopted in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice.

- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.

- Access for all Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.

- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future.

- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided in Table 5. As previously detailed, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks". Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority.

With the development of the Project, Sunset Boulevard along the Project frontage would provide landscaping and improved pedestrian safety by eliminating three existing vehicular driveways. The Project would provide a four-foot dedication on the Coronado Alley north of the Project site to meet the Mobility Plan half-width ROW standard of 10 feet for a designated Access Roadway. The total width of the Coronado Alley adjacent to the Project Site would be 16 feet with the dedication. The sidewalk adjacent to the Project site on Sunset Boulevard would provide for a comfortable pedestrian network, improving connections to the Project, transit facilities, and other pedestrian attractors in the area.

Vehicular access to the Project site would be provided via a driveway to the Coronado Alley north of the Project site. The existing three driveways along Sunset Boulevard would be removed with development of the Project. Thus, the Project would remove three driveways on an arterial street while moving vehicular access to the Coronado Alley, reducing the number of conflict points

between vehicles and pedestrians/bicyclists. As detailed later below, the Project would provide sufficient off-street parking to satisfy vehicular parking requirements for the Project.

The Project does not affect any existing bicycle infrastructure and would not prevent future installation of bicycle facilities on Sunset Boulevard. The Project long-term and short-term bicycle parking facilities would be provided within the Project site per the LAMC. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT compared to the average for the area. As previously detailed and shown in Figure 3, the Project would be located near local bus routes provided by Metro.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 6. In summary, the Project supports healthy lifestyles by complying with all ADA requirements and providing connections to pedestrian amenities. Further, the Project locates housing near high-frequency transit and provides secure bicycle parking and convenient pedestrian access. It would not displace any existing housing. It would also result in VMT per capita at least 15% below the average for the area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles.*

Land Use Element of the General Plan

The City's General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across the City. The Project is located within the *Silver Lake-Echo Park-Elysian Valley Community Plan* area.

A detailed analysis of the Project's consistency with the *Silver Lake-Echo Park-Elysian Valley Community Plan* is provided in Table 7.

LAMC Section 12.21-A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total of 98 bicycle parking spaces, including 11 short-term and 87 long-term bicycle parking spaces.

LAMC Section 12.26-J (Transportation Demand Management [TDM] Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area. The Project is not proposing more than 25,000 sf of non-residential floor area and, therefore, the TDM Ordinance does not apply.

LAMC Section 12.37

LAMC Section 12.37 pertains to development or expansion of buildings along Highways and Collector Streets and applies to streets designated Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in the Mobility Plan. Sunset Boulevard is a designated Avenue I in the Mobility Plan. Adjacent to the Project site, Sunset Boulevard meets the ROW standard for a designated Avenue I and no dedications along this street would be required. The Coronado Alley, which is designated as an Access Road, would be widened adjacent to the Project Site to meet the 10 foot half-ROW standard for this designation. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects

will be targeted. Within the Study Area, Sunset Boulevard is identified as part of the HIN. As of February 2023, no improvements were identified adjacent to the Project site along Sunset Boulevard. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on any streets. Further, the Project would remove three driveways along Sunset Boulevard, reducing the number of conflict points between vehicles and pedestrians and bicycles. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

Pedestrian-First Design promoted healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety."

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 8.

With Project completion, the sidewalk on Sunset Boulevard adjacent to the Project site would continue to meet the designated width in the Mobility Plan. Additionally, the Project will provide

landscaping to provide shade and a more comfortable and inviting mobility environment for pedestrians. The Project also removes three existing driveways, reducing the number of conflict points between motorized and non-motorized travel. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

TABLE 5
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 – Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** The Project would eliminate three driveways on Sunset Boulevard, reducing conflicts between vehicles and pedestrians and bicycles, including the elimination of conflicts with the Class II bicycle lanes on Sunset Boulevard. Pedestrian and bicycle access would be provided on Sunset Boulevard. All Project vehicular access would be provided from a low-volume alley at the rear of the Project Site.
Policy 1.6 Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrian and transit users.
Chapter 2 – World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, and landscaping design which does not hinder sight distance, mobility, or accessibility.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing new landscaping as well as ground floor restaurant space and residential entrances along Sunset Boulevard. The Project would also remove three existing vehicular driveways on Sunset Boulevard and replace them with a single driveway on the alley adjacent to northern boundary of the Project.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Coronado Street is part of the neighborhood-enhanced network. The Project does not provide vehicular access to this street and would only add minimal traffic to it.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Sunset Boulevard is designated as part of the Transit Enhanced Network. The Project would not interfere with existing or future transit services. The Project would encourage more transit usage by developing residential units with convenient access to bus transit services.

TABLE 5 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Sunset Boulevard is designated as part of the Bicycle Enhanced Network in the Mobility Plan. The Project would eliminate three existing driveways on Sunset Boulevard that conflict with the existing Class II bicycle lanes on Sunset Boulevard. Further, the Project would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.	**Consistent.** The Study Area includes a mix of enhanced networks identified as part of the Mobility Plan. The Project would also improve the adjacent pedestrian facilities to enhance the pedestrian experience as well as to provide safe access to the nearby transit stops.
Chapter 3 – Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives through proximity to high-quality transit, provision of bicycle facilities, and by reducing the total number of driveways provided on Sunset Boulevard which reduces potential vehicular and pedestrian conflicts along the Project Site frontage. It encourages transit usage by developing a high-density mixed-use project located in close proximity to high-quality transit. Finally, the Project would support residents and visitors who choose to travel by automobile through a new driveway in the alley and meeting reduced parking requirements.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project would be designed in accordance with requirements of the Americans with Disabilities Act.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's high-density residential uses located along a commercial corridor with high-quality transit options would help to minimize vehicle trips and enhance the proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located between two intersections with Metro bus stops: Sunset / Benton and Sunset / Coronado.

TABLE 5 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile" solutions by developing a high-density residential project near a high-traffic commercial corridor with high-quality transit. It also provides secure bicycle parking for residents and short-term bicycle parking for visitors.
Policy 3.6 Regional Transportation & Union Station Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The Project is located adjacent to multiple Metro bus lines with nearby stops. These bus lines provide access and connections to the regional transportation system, which includes Union Station.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project would provide secure long-term bicycle parking for residents and short-term parking for visitors in accordance with LAMC requirements.
Chapter 4 – Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project is located in close proximity to high-quality transit. It would provide bicycle parking and a vehicular parking reduction from the LAMC requirement. Together, these TDM measures would help to promote non-auto travel to reduce transportation-related impacts to the environment.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to meet parking demand.
Chapter 5 – Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within walking distance of high-quality transit on Sunset Boulevard.

TABLE 5 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project would not generate higher residential VMT per capita than the average for the area, as demonstrated in this transportation assessment. Further, it would implement several project design features, including provision of bicycle parking and reduced vehicle parking supply, that have been shown to reduce VMT.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 – Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project supports healthy lifestyles by locating housing near transit, providing bicycle parking, and orienting pedestrian access toward Sunset Boulevard.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project is a mixed-use development which would construct 121 new apartment units, 13 of which affordable, without removing or displacing any existing housing units.
Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate VMT per capita for residents at least 15% lower than the average for the area, as demonstrated in this report. The Project's Household VMT per Capita of 5.3 would be well below the 7.2 threshold. The Project would provide bicycle parking and would reduce vehicular parking supply as project design features. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 7
PROJECT CONSISTENCY WITH SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Plan Objectives and Policies	
Objective 1-2 Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities. To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities. **Policies** **1-2.1** Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development. Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development. **1-2.2** Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.	**Consistent.** The Project proposes to construct 121 apartment units and 3,434 sf of ground floor restaurant space in a mixed-use development in close proximity to a commercial corridor with Metro bus service. Further, the Project would be located near numerous restaurants, retail stores, and offices, thus providing greater access to employment and entertainment opportunities within close proximity. These project features would promote trips within the neighborhood and via transit that would reduce VMT and congestion.
Objective 1-4 Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background. To promote the adequacy and affordability of multiple family housing and increase its accessibility to more segments of the population. **Policies** **1.4-1** Promote greater individual choice in type, quality, price and location of housing. Promote greater individual choice in type, quality, price and location of housing. **1.4-2** Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability. Ensure that new housing opportunities minimize displacement of residents.	**Consistent.** The Project is a mixed-use development which would construct 121 new apartment units without removing or displacing any existing housing units. The units would be constructed in a variety of sizes from studio to two-bedroom to serve a variety of family structures and would include 13 units for Extremely Low Income families. Further, the Project would be located in a pedestrian-oriented area with multiple pedestrian destinations nearby on Sunset Boulevard.

TABLE 7 (CONTINUED)
PROJECT CONSISTENCY WITH SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
1-4.3 Ensure that new housing developments minimize displacement of low-income residents.	
Objective 2-2 Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity. **Policies** **2-2.1** Preserve existing pedestrian-oriented areas **2-1.2** New developments in pedestrian-oriented areas should add to and enhance existing pedestrian street activity. **2-2.3** The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.	**Consistent.** The Project would include ground floor restaurant space, which would enhance the walkability of the area for the neighbors. No current pedestrian areas would be removed, and the existing sidewalk on Sunset Boulevard would be improved with the removal of three existing driveways. The Project would also include the provision of landscaping to encourage an attractive pedestrian environment.
Objective 11-1 Pursue transportation demand management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips. **Policies** **11-1.1** Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles and walking, etc.)	**Consistent.** The Project is not subject to the City's TDM ordinance as it would not exceed 25,000 sf of non-residential floor area. However, the Project, as designed, will include TDM measures as Project Design features such as reducing parking supply and providing short-term and long-term bicycle parking.

TABLE 7 (CONTINUED)
PROJECT CONSISTENCY WITH SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
11.1-2 Require that proposals for major new non-residential development projects include submission of TDM Plan to the City.	
Objective 14-1 Promote an adequate system of safe bikeways for commuter, school and recreational use. **Policies** **14-1.1** Assure that local bicycle routes are identified and linked with facilities of neighboring areas of the City. **14-1.2** Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public spaces.	**Consistent.** The Project would be adjacent to Sunset Boulevard, which has existing bike lanes. The Project would reduce vehicle conflicts with bicycles by eliminating the three existing driveways to the Project Site on Sunset Boulevard. The Project would also provide short-term and long-term bicycle parking for retail visitors and residents.
Objective 15-1 Provide parking in appropriate locations in accord with Citywide standards and community needs. **Policies** **15-1.1** Encourage the development of centralized municipal and private parking structures and surface parking lots, and where possible encourage public-private partnerships in the development of such parking facilities. **15-1.2** Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Arterials. **15-1.4** New parking lots and parking structures shall be developed in accordance with design standards.	**Consistent.** The Project would include one parking structure for residents with vehicular access through one driveway in the alley behind the Project Site. The new driveway in the alley would be designed in accordance with LADOT's design standards The Project would remove three existing driveways on Sunset Boulevard and improve the pedestrian walkway with landscaping and uninterrupted sidewalk.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the Silver Lake-Echo Park-Elysian Valley Community Plan (Los Angeles Department of City Planning, 2004).

TABLE 8
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project provides for the safety, comfort, and accessibility of pedestrians by separating pedestrian access on Sunset Boulevard from vehicular access in the alley. The Project also enhances Sunset Boulevard by providing landscaping and ground floor retail along the building frontage and eliminating three existing driveways on Sunset Boulevard, providing a more walkable environment and reducing conflicts between vehicles, pedestrians, and bicyclists.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1
Causing Substantial VMT

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT.

Per Section 2.2.2 of the TAG, a "no impact" determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

If either of the above screening criteria are met, the TAG provides guidance for the further analysis of VMT, as discussed in the following section.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (August 2022) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of trips:

- Home-Based Work Production: origin trips from a residential use to a workplace destination

- Home-Based Other Production: origin trips from a residential use to a non-workplace destination (e.g., retail, restaurant, etc.)
- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018). As noted in the TAG, small-scale commercial components less than 50,000 sf of larger mixed-use development projects are not considered for the purposes of identifying significant work VMT impacts, as those trips are assumed to be local serving and would have a negligible effect on VMT.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for each Area Planning Commission (APC):

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG (LADOT, August 2022)

The Project is located in the East Los Angeles APC.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of the project address. The Project is located in an Urban Infill (Zone 3) TBZ.

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, which factor into the calculation of a project's VMT.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- A project's jobs / housing balance
- Land use density of a project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation Manual, 9th Edition* (ITE, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses, phasing, and density as the primary input. This analysis incorporates the Project's reduced parking supply (compared to the LAMC requirement) and provision of bicycle parking per the LAMC, both of which serve as VMT-reducing TDM measures.

The VMT analysis results based on the VMT Calculator are summarized in Table 9. The detailed output from the VMT Calculator is provided in Appendix D.

As shown in Table 9, the VMT Calculator estimates that the Project would generate 4,280 total daily VMT. It would produce 1,494 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate, the Project would generate average household VMT per capita of 5.3, which does not exceed the East Los Angeles APC impact threshold of 7.2.

As noted in the TAG, small-scale commercial components less than 50,000 sf of larger mixed-use development projects are not considered for the purposes of identifying significant work VMT impacts. The restaurant component of the Project is less than 50,000 sf and, thus, would be screened out from a significant work VMT analysis.

Therefore, the Project would not result in a significant VMT impact, and no mitigation is required.

CUMULATIVE VMT ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

TABLE 9
VMT ANALYSIS SUMMARY

Project Information	
Address	2511 Sunset Boulevard
Project Land Uses	
Multi-Family Housing	108 units
Affordable Housing - Family	13 units
Restaurant	3,434 square feet
Project Location Characteristics [a]	
Area Planning Commission	East Los Angeles
Travel Behavior Zone [b]	Compact Infill
Maximum VMT Reduction [c]	*40%*
Project VMT Analysis [d]	
Daily Vehicle Trips	698
Daily VMT	4,280
Total Household VMT	1,494
Household VMT per Capita [e]	5.3
Impact Threshold	7.2
Significant Impact	**NO**

Notes:

[a] Project Analysis is from VMT Calculator output reports provided in Appendix D.

[b] "Compact Infill" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] Project features incorporated as TDM measures before mitigation include:

1. Reduced parking supply
2. Bicycle parking per LAMC requirements

[e] Household VMT per Capita is based on the "home-based work production" trip types.

Section 4C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The potential increase in hazards due to a geometric design feature generally relate to the design of access points to and from a project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts, as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Project access points, internal circulation, and parking access were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

As described in Chapter 1 and shown in Figure 1, vehicular access to the Project site would be provided via a driveway located on the Coronado Alley along the northern boundary of the Project site. The Coronado Alley provides connections to Coronado Street to the east and Benton Way to the west; however, a gate prevents through traffic from accessing Benton Way. The Elsinore Alley would connect the Coronado Alley and Elsinore Street to the north, providing Project residents and visitors the opportunity to access the site from the north.

The driveway is located on level grade and provides adequate sight distance for drivers both entering and leaving the driveway to observe oncoming vehicles and potential hazards and to minimize conflicts with other vehicles, pedestrians, or bicyclists. The Project would also provide a four-foot dedication along the Coronado Alley to meet the required half-width ROW of 10 feet. The new total 16-foot width of the Coronado Alley is four feet narrower than the standard 20-foot

ROW designation for an access road in the Mobility Plan due to undedicated ROW on the north side.

Deliveries such as mail and supplies for the restaurant would be accommodated curbside along Sunset Boulevard at a proposed commercial loading zone. Trash / recycling pick-up would occur along either Elsinore Street or Coronado Street by using smaller trucks to shuttle the trash bins on the alleys between the Project Site and the street.

Pedestrian and bicycle access would be provided on Sunset Boulevard.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The driveway's location on a low-volume, low-speed alley connecting to low-volume, low-speed streets ensure that Project traffic would not result in an unusual safety hazard. The driveway would provide adequate sight distance for vehicles entering and departing the Project site, especially at the low travel speeds necessary on the alleys. No unusual or new obstacles are presented in the design that would be considered hazardous to vehicles, bicycles, or pedestrians.

The Project Trip generation in Table 4 indicates that the Project would add a total of 69 morning and 70 afternoon peak hour trips at the driveway (when excluding the 20% restaurant pass-by adjustment). Based on this estimate, the Project would generate a maximum of one trip approximately every 50 seconds during the peak hours, shared between inbound and outbound trips. Given the additional traffic the Project would cause to circulate on these two alleys, and the increase in likelihood that two vehicles may enter the alleys from opposite directions, the Project would encourage residents through signage and direct messaging to approach the Project site via the Coronado Alley from Coronado Street and depart via the Elsinore Alley to Elsinore Street. This "one-way" circulation pattern would reduce the potential for two opposing vehicles to enter the alleys at the same time and reduce the potential for congestion. With this plan in place, the Project traffic could easily be accommodated by the alleys and the driveway. Therefore, no hazards would occur related to geometric design or operation of the Project access.

Consistency with Modal Priority Networks

As previously summarized, Sunset Boulevard is a designated Avenue I in the Mobility Plan and part of the BEN, TEN, and PED. The existing ROW meets the Mobility Plan width standards for an Avenue I and no planned improvements are scheduled to occur on the street. The Project would eliminate the three existing driveways along Sunset Boulevard and shift all Project site vehicular access to the Coronado Alley. Thus, the Project driveway would not preclude or interfere with the implementation of any potential future roadway improvements on Sunset Boulevard benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

The Project would increase pedestrian and bicycle activity on Sunset Boulevard but would also eliminate three existing driveways on Sunset Boulevard, thus improving safety on the sidewalks and in the bicycle lanes adjacent to the Project site. Thus, The Project would promote a safer environment for pedestrians and bicyclists by minimizing vehicle conflict points.

Summary

Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

CUMULATIVE HAZARDS ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact.

None of the Related Projects identified in Table 3 provides access along the same block as the Project. Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E
Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes[2].
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[2] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT SAFETY ANALYSIS

The Project proposes to add 48 net new trips in the morning peak hour and 45 net new trips in the afternoon peak hour, consisting of both inbound and outbound trips. These trips would be distributed in all directions, as shown in the MOU provided in Appendix A, throughout the existing street network, thus minimizing the effect on any single road or freeway ramp. Additionally, only inbound trips would use nearby freeway off-ramps. Therefore, based on the Project's trip generation estimates, the Project could not add 25 or more peak hour trips to any freeway off-ramp. This was confirmed by LADOT as part of the approved MOU, as shown in Table 4 of Appendix A. Therefore, no freeway off-ramp analysis is required, and it can be concluded that the Project will not result in a freeway safety impact.

Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E. As previously noted, a full circulation analysis for this Project is not required, per the TAG, as the Project would generate fewer than 500 net new daily trips.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING AND PROPOSED FACILITIES

Pedestrians and Bicyclists

There is a 12-foot-wide sidewalk and Class II bicycle lanes on Sunset Boulevard adjacent to the Project site. These facilities would not change with the Project; however, three existing driveways on Sunset Boulevard currently used by the liquor store on the Project site would be eliminated, reducing conflicts between pedestrians, bicyclists, and vehicles. The Project would also provide bicycle parking per the LAMC. Therefore, the Project would improve conditions for pedestrians and bicyclists in the area and would not disrupt existing pedestrian and bicycle facilities.

Transit

As shown in Figure 3, there are transit stops on Sunset Boulevard within 0.25 miles of the Project site. The stops nearest the Project site are located at Sunset Boulevard & Benton Way and Sunset Boulevard & Coronado Street. Metro Line 2 and Line 4 stop at both intersections and Metro Line 603 stops at Sunset & Coronado Street. The Project would not affect these stops.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is substantial available capacity in existing facilities to accommodate all foreseeable future demand for those facilities, including that of the Project. Overall, the Project would not result in degradation, capacity constraint, or significant conflict on any existing facilities serving pedestrians or bicyclists and would further improve these facilities with the removal of three driveways on Sunset Boulevard.

The Project is estimated to add additional ridership to transit in the surrounding area but would not cause ridership to exceed available capacity. The trip generation estimates in Table 4 suggest that the Project would generate fewer than 20 transit riders during the morning and afternoon peak hours, which is a small fraction of the available capacity of the frequent bus service provided by the three nearby bus routes.[3] Therefore, the Project would not place a significant strain on transit capacity.

CUMULATIVE ANALYSIS

The Related Projects would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks and bicycle lanes within the Study Area, as those Related Projects are geographically dispersed. Similarly, the Related Project's effect on transit ridership would not strain the capacity of lines within the Study Area as they are dispersed throughout the area and would potentially use different stops or lines to get to their destination.

[3] Metro ridership data from year 2019, the latest year that comprehensive data was available, showed that each of these three lines had an average of approximately 10 to 20 riders per trip during the morning and afternoon peak periods at the Sunset / Coronado stop. With standing capacity of approximately 50 riders and at least four trips per hour per direction per line, the available peak hour capacity between these three lines is as many as 1,000 additional riders. The Project's anticipated transit ridership would represent less than 2% of that total.

Further, the recently adopted *2020 Long Range Transportation Plan* (Metro, Adopted 2020), outlines a range of transit and highway projects throughout Los Angeles County that are designed to improve mobility and address future growth. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region.

Section 5B

Project Access, Safety, and Circulation Assessment

As the Project would not generate more than 500 daily vehicle trips, a quantitative access, safety, and circulation analysis (i.e., the anticipated LOS and vehicle queues at selected intersections) was not required per the TAG. Therefore, these analyses were not conducted as part of the Study.

Section 5C
Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROJECT CONSTRUCTION DETAILS

The construction information used in this section was provided by the Applicant.

Proposed Construction Schedule

The Project is anticipated to be constructed over a period of approximately 24 months. Typical construction activity would occur between 7:00 AM and 5:30 PM on weekdays and between 8:00 AM and 5:30 PM on Saturdays, in conformance with the City's construction hour restrictions. Construction would not occur on Sundays or federal holidays, though temporary construction-related lane or sidewalk closures may remain in place even on days construction does not occur.

Effects on Access, Transit, and Parking

Construction activities would be primarily contained within the Project site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project site on Sunset Boulevard, which would temporarily eliminate approximately four metered on-street parking spaces immediately adjacent to the Project site. During the concrete pouring phase, it is also anticipated that a closure of up to two lanes on Sunset Boulevard (including the parking lane) could occur for up to 15 consecutive days. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period. Small deliveries and some staging would occur via the Coronado Alley, which may cause occasional encroachments on the public ROW on the north side of the Project.

Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project site and, therefore, Project construction would not affect transit operations.

Construction Traffic

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project site on a daily basis. Project site access for construction vehicles would be provided on Sunset Boulevard and the Coronado Alley (to the extent feasible) in order to facilitate efficient movement of equipment and materials around the Project site. Detailed information was provided by the Applicant about the numbers of trucks and workers that would be required during each phase of Project construction as well as the times of day the trucks and workers would travel to and from the Project site.

Trucks. Haul trucks carrying dirt or debris would travel to and from the Project site regularly throughout the workday. A maximum of approximately 25 haul trucks per day would access the Project site during grading and excavation, which is anticipated to last approximately three months. To the extent feasible, these trucks may be scheduled to avoid the commuter peak hours. Cement trucks travel to and from the Project site on cement pour days. On such days, the cement trucks typically arrive over the first half of the day and the second half of the day is spent smoothing the cement as it begins to set. Like haul trucks, trucks delivering materials and equipment may be scheduled to arrive to the Project site during off-peak hours. Delivery truck traffic would be highest during building construction. This period of construction generally overlaps with cement pour days, as lower floors of the buildings can be built out with interiors and exterior skins while the concrete is poured for upper floors.

Workers. Construction workers typically arrive to the Project site before 7:00 AM and depart by 3:00 PM, thereby not traveling during the morning or afternoon peak hours. During construction, parking for construction workers would be provided within an off-site parking facility, to be determined. The peak number of construction workers anticipated in a single day (45 workers) occurs during the framing phase.

EFFECTS OF PROJECT CONSTRUCTION

This section assesses the severity of the Project's effects on access, transit, and parking during construction, as well as the effects of construction traffic. The measures proposed below to

minimize the negative effects of Project construction would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

On-Street Parking

Metered on-street parking is permitted on Sunset Boulevard, so construction is anticipated to result in a temporary loss of up to four on-street parking spaces adjacent to the Project site on the north side of the street. Coordination with LADOT would be included in the Construction Management Plan. It is anticipated that the temporary loss in parking would occur throughout the construction process.

Access and Public Transit

As detailed above, Project construction would not impede access to any existing public transit stops, though it may result in intermittent on-street parking and sidewalk closures along Sunset Boulevard throughout Project construction. As part of the requirements of the Construction Management Plan, temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access. The Construction Management Plan would seek to minimize the amount of time that closures would be required.

Construction Traffic

Project construction would result in varying levels of truck and worker traffic to and from the Project site on a daily basis, including a maximum of approximately 25 trucks and 45 workers. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Management Plan would include measures to limit the amount of peak hour construction-related traffic.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate
- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets
- Containment of construction activity within the Project Site boundaries

Section 5D
Residential Street Cut-Through Analysis

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

The Project is a mixed-use development located on a designated Avenue I developed with a mix of residential and commercial uses. Project traffic will utilize the two alleys and either Coronado Street or Elsinore Street, both Local Streets, to travel to and from the site, but this would not qualify as cut-through traffic as those roads provide direct access to the Project driveway. This traffic does not use those roads as alternatives to a congested arterial but as necessary routes of travel to access the Project site. Thus, the Project would not result in residential street cut-through traffic.

Section 5E
Parking

This section provides a review of Project parking supply and requirements.

PARKING SUPPLY

All Project parking would be provided on-site. The Project would provide a total of 80 automobile spaces and 98 bicycle spaces (87 long-term spaces and 11 short-term spaces) in a two-level parking garage.

VEHICULAR PARKING CODE REQUIREMENTS

The LAMC details City parking requirements for new developments. Table 10 summarizes the Project's standard LAMC parking requirement based on the Project's anticipated residential unit mix by applying rates from LAMC Section 12.21.A.4. As shown, a total of 194 standard parking spaces would be required for the Project based on standard LAMC rates.

However, the Project qualifies for a parking reduction as outlined in *Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)* (LADCP, Revised February 26, 2018) for developments that qualify based on proximity to high-frequency transit. As shown in Table 10, projects located in a TOC Tier 3 zone lower the parking ratio for all apartment units to 0.5 spaces per unit. Reductions are also allowed for non-residential uses up to 30% of their typical code parking requirement.

Further, the Project also falls within a State Enterprise Zone (SEZ) as defined in the LAMC. The SEZ utilizes special rates for developments that fall within the zone, including a 2.0 per 1,000 sf rate for restaurants. Thus, this rate was applied for the restaurant uses.

With application of the reduction, 66 parking spaces would be required. Thus, the Project's provision of 80 parking spaces would meet the minimum requirements.

BICYCLE PARKING CODE REQUIREMENTS

The LAMC also requires bicycle parking to be provided. Table 11 summarizes the bicycle parking requirements for the Project based on LAMC Section 12.21.A.16, including distinct requirements for the number of long-term spaces and short-term spaces. Long-term spaces are for bicycle storage overnight or longer and are typically used by residents, while short-term spaces are more easily accessible for faster turnover as they are typically used for hours or less at a time and, thus, are typically used by visitors. As shown in Table 11, the residential use requirement varies with the number of units provided.

The Project requires a total of 98 bicycle parking spaces, including 87 long-term and 11 short-term spaces. With a proposed supply of 98 bicycle parking spaces, this requirement would be satisfied.

TABLE 10
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Parking Rate	Total Spaces
Los Angeles Municipal Code Requirements [a]			
Residential			
< 3 habitable rooms (studio)	59 du	1.0 space per 1 du	59
= 3 habitable rooms (1 bedroom)	46 du	1.5 spaces per 1 du	69
> 3 habitable rooms (2+ bedrooms)	16 du	2.0 spaces per 1 du	32
Restaurant	3,434 sf	1.0 spaces per 100 sf	34
		Total Standard Code Parking Requirement	**194**
Transit Oriented Communities (TOC) / State Enterprise Zone (SEZ) Parking Requirement [b] [c]			
Residential	121 du	0.5 spaces per 1 du	61
Restaurant	3,434 sf	2.0 spaces per 1,000 sf	7
		TOC Non-Residential Parking Reduction (30%)	(2)
		Total TOC and SEZ Code Parking Requirement	**66**
		Total Parking Provided	**80**

Notes:

du = dwelling units; sf = square feet.

[a] Parking rates per Section 12.21.A4(a-c) of the Los Angeles Municipal Code.

[b] Parking requirement per the *Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)* (LADCP, Revised February 26, 2018).

[c] Parking requirement per Section 12.21.A4(x) of the Los Angeles Municipal Code.

TABLE 11
BICYCLE PARKING CODE REQUIREMENTS

Land Use	Size	Short-Term				Long-Term			
		Rate [a]			Requirement	Rate [a]			Requirement
Residential (1-25 du)	25 du	1.0	space per	10 du	3 sp	1.0	space per	1 du	25 sp
Residential (26-100 du)	75 du	1.0	space per	15 du	5 sp	1.0	space per	1.5 du	50 sp
Residential (101-200 du)	21 du	1.0	space per	20 du	1 sp	1.0	space per	2.0 du	10 sp
Restaurant	3,434 sf	1.0	space per	2,000 sf	2 sp	1.0	space per	2,000 sf	2 sp
				Total Short-Term	**11 sp**			**Total Long-Term**	**87 sp**
								Total Code Bicycle Parking Requirement	**98 sp**

Notes:

du = dwelling units; sf = square feet.

[a] Bicycle requirements as calculated by Section 12.21.A.16 of the Los Angeles Municipal Code and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1.

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located at 2511 Sunset Boulevard.
- The Project proposes 121 apartment units and 3,434 sf of restaurant space. It is anticipated to be completed in Year 2026.
- The Project would provide a total of 80 vehicle parking spaces and 87 long-term and 11 short-term bicycle parking spaces, which meets LAMC requirements.
- Vehicular access would be provided via one driveway on the north side of the Project site, providing access to the Coronado Alley. The Project would encourage residents and visitors to approach from Coronado Street and depart toward Elsinore Street, utilizing the Elsinore Alley, to minimize traffic conflicts.
- The Project proposes to provide a commercial loading zone for deliveries and move-in/move-out operations on Sunset Boulevard. The Coronado Alley and Elsinore Alley are too narrow to accommodate these operations.
- The Project is located within 0.25 miles of multiple Metro bus stops along Sunset Boulevard and is in a TOC Tier 3 zone.
- The Project is estimated to generate 372 net new daily trips, including 48 morning peak hour trips and 45 afternoon peak hour trips.
- The Project would not conflict with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts. No impact would occur to any Caltrans freeway off-ramp.
- The Project would not result in VMT impacts and would not require mitigation.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

2020 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted September 2020.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.3, Los Angeles Department of Transportation, July 2020.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

SCAG Regional Travel Demand Model and 2012 Model Validation, Southern California Association of Governments, March 2016.

References, cont.

Silver Lake-Echo Park-Elysian Valley Community Plan, Los Angeles Department of City Planning, 2004.

State of California Senate Bill 743, Steinberg, 2013.

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

Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), Los Angeles Department of City Planning, Revised February 26, 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, August 2022.

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

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

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 2511 Sunset Boulevard Mixed-Use Project

Project Address: 2511 W Sunset Boulevard, Los Angeles, CA 90026

Project Description: The Project proposes to construct a six story mixed-used building, including 121 apartment units and 3,037 sf of restaurant space above two subterranean parking levels. The Project would replace the existing 4,336 sf liquor store.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

✓	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☑	☐
Existing Active or Previous Land Use	☑	☐
Internal Trip	☐	☑
Pass-By Trip	☑	☐
Transportation Demand Management (See above)	☑	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☑ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	10	34	44
PM Trips	28	13	41

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE __ ed.)

346 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☑ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Coronado St & Sunset
2 Benton Way & Sunset
3 _____
4 _____
5 _____
6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☑ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☑ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
*Project trip distribution percentages at each study intersection	☑	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☐	☐	☑
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way) *See note	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

Note: The Project does not show the provided short term bicycle parking on the site plan

VIII. FREEWAY SAFETY ANALYSIS SCREENING

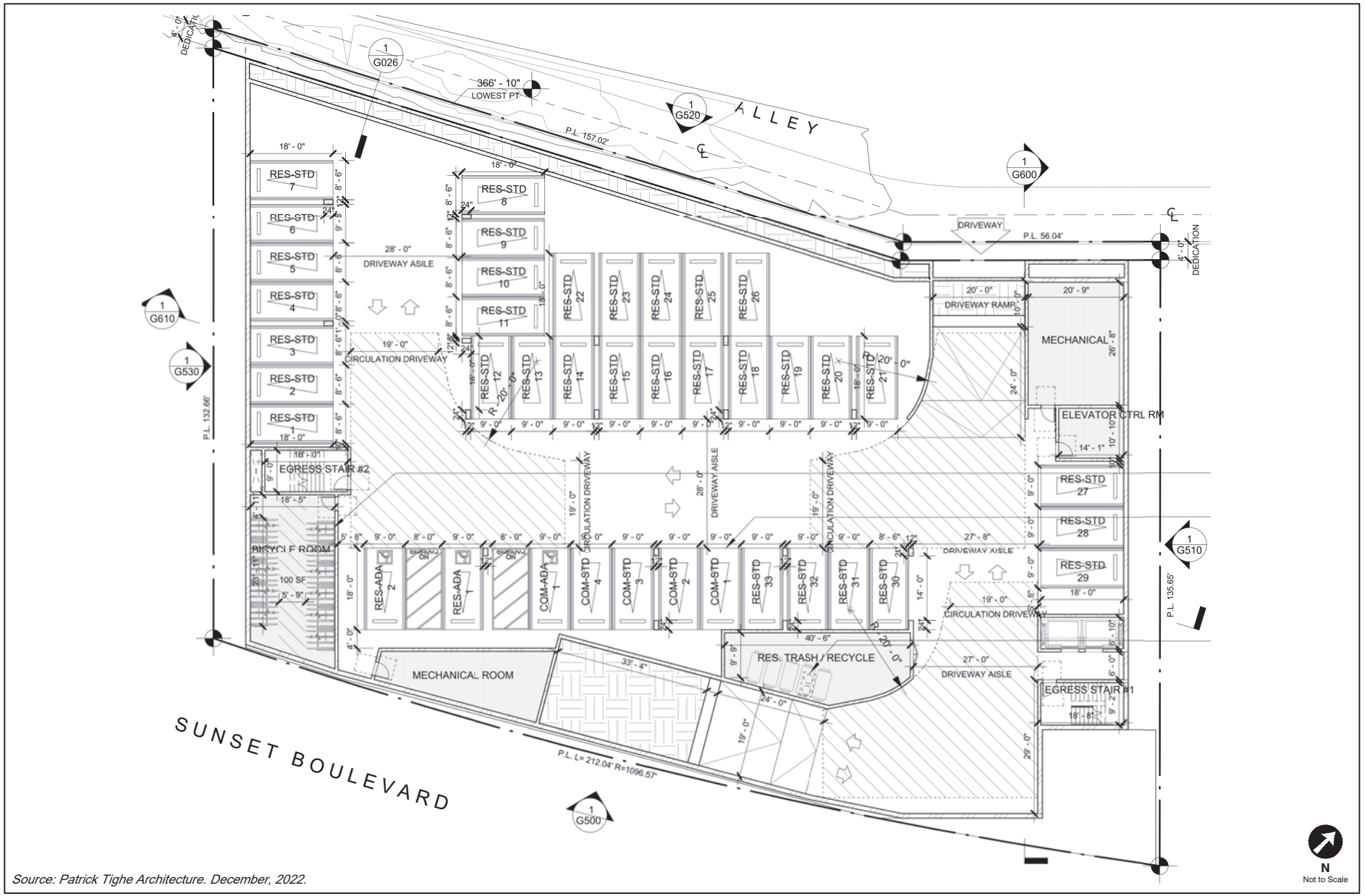
Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Six Peak Development, LLC
Address:	555 W 5th St., Suite 3375, Los Angeles, CA 90013	719 S. Los Angeles St., Suite 1110, Los Angeles, CA 90014
Phone Number:	(213) 683-0088	(828) 273-5105
E-Mail:	droachford@gibsontrans.com	djs@sixpeakcapital.com

Approved by:	x	David Roachford Consultant's Representative		1/9/23 Date	x	 LADOT Representative		1/9/23 **Date
Adjacent Municipality:				Approved by: (if applicable)		Representative		Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



Source: Patrick Tighe Architecture. December, 2022.

PROJECT SITE PLAN
ALLEY LEVEL

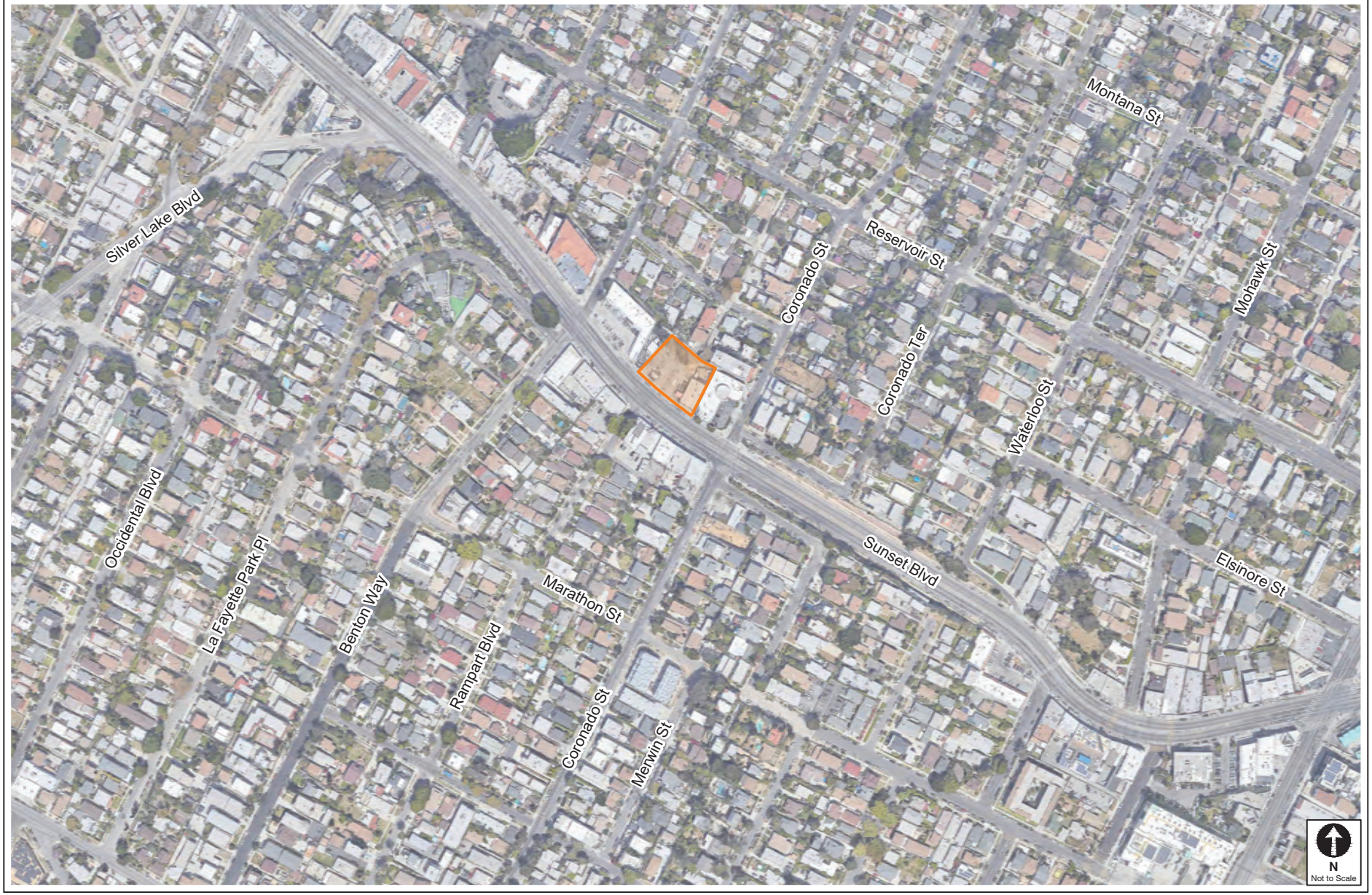
FIGURE
1A

Source: Patrick Tighe Architecture. December, 2022.

N
Not to Scale

PROJECT SITE PLAN
SUNSET BOULEVARD LEVEL

FIGURE
1B



PROJECT SITE LOCATION

FIGURE 2

STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3

TABLE 1
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
Signalized Intersections		
1.	Coronado St & Sunset Blvd	City of Los Angeles
2.	Benton Way & Sunset Blvd	City of Los Angeles

TABLE 2
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Weekday					
			Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise)	221	per du	23%	77%	0.37	61%	39%	0.39
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.57	61%	39%	9.05
Liquor Store	[b]	per 1,000 sf	58%	42%	0.01	45%	55%	0.01
Proposed Project								
Multifamily Housing (Mid-Rise)	221	121 du	10	35	45	29	18	47
Less 10% Transit/Walk Adjustment [c]			*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
High-Turnover (Sit-Down) Restaurant	932	3,037 sf	16	13	29	16	11	27
Less 10% Transit/Walk Adjustment [c]			*(2)*	*(1)*	*(3)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by Adjustment [d]			*(3)*	*(2)*	*(5)*	*(3)*	*(2)*	*(5)*
Subtotal - Proposed Project Trips			**20**	**41**	**61**	**37**	**24**	**61**
Existing Active Uses to be Removed								
Liquor Store	[b]	4,336 sf	21	15	36	18	22	40
Less 50% Pass-by Adjustment [d]			*(11)*	*(8)*	*(19)*	*(9)*	*(11)*	*(20)*
Subtotal - Existing Trips to be Removed			**10**	**7**	**17**	**9**	**11**	**20**
Total - Net New Project Trips			**10**	**34**	**44**	**28**	**13**	**41**

Notes:

du: dwelling units

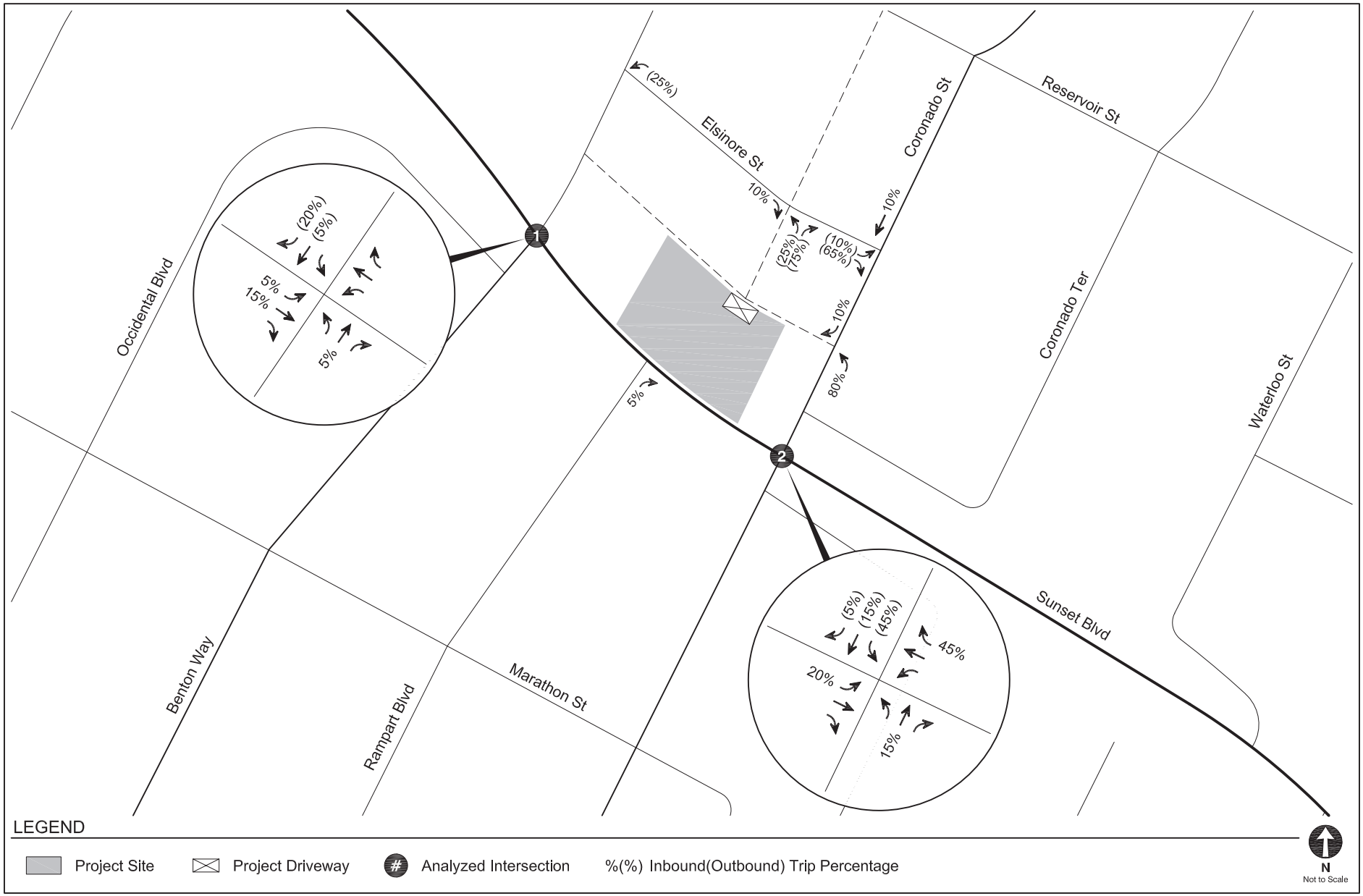
sf: square feet

[a] Source: *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

[b] Existing trip generation for the active land use is based on driveway counts collected on Wednesday, November 16, 2022.

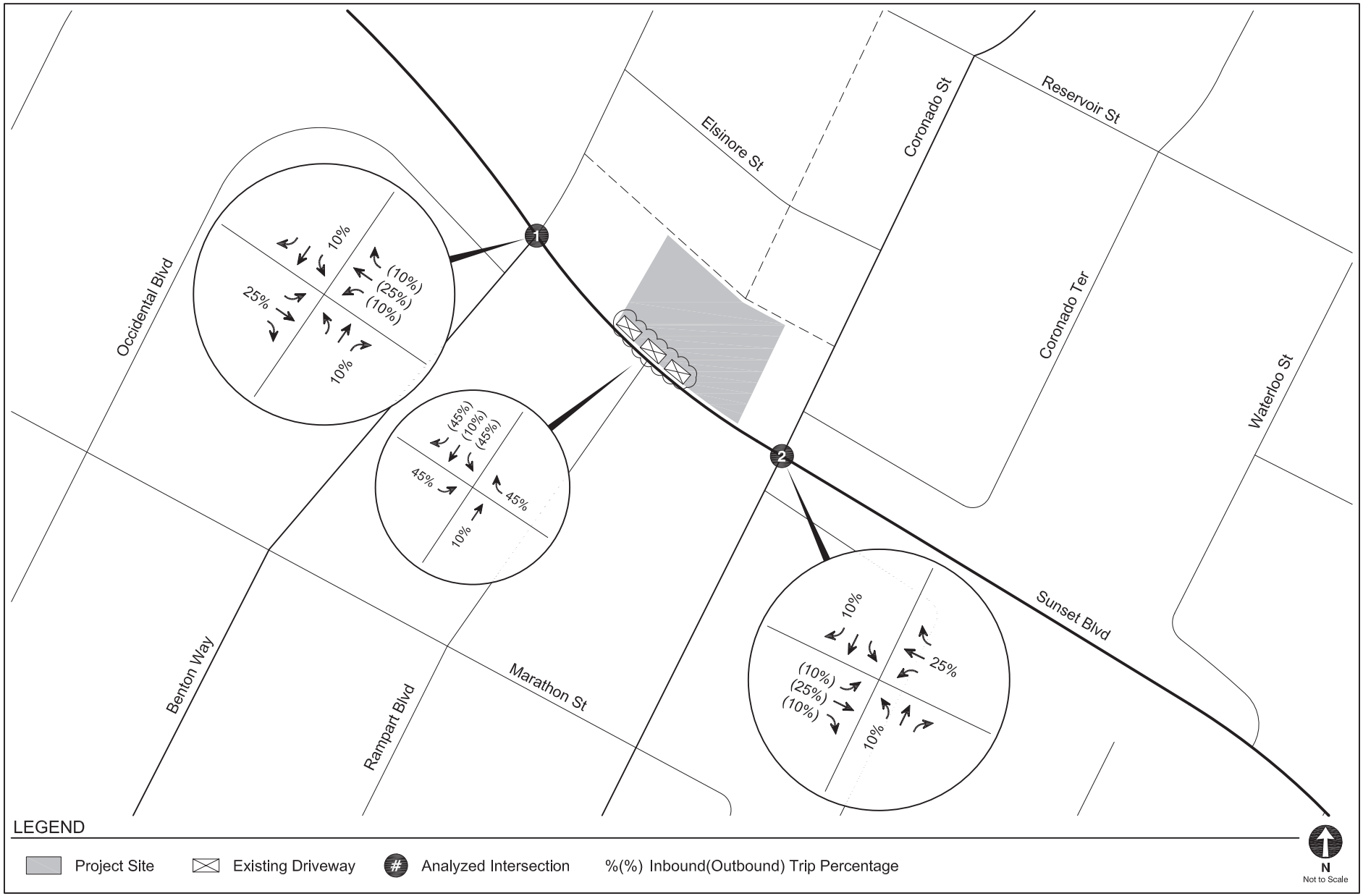
[c] Per LADOT's *Transportation Assessment Guidelines* (LADOT, Aug 2022), the Project Site is located within a 0.25 miles or one quarter mile walking distance from a Metro Bus stop for lines 2 and 4, therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



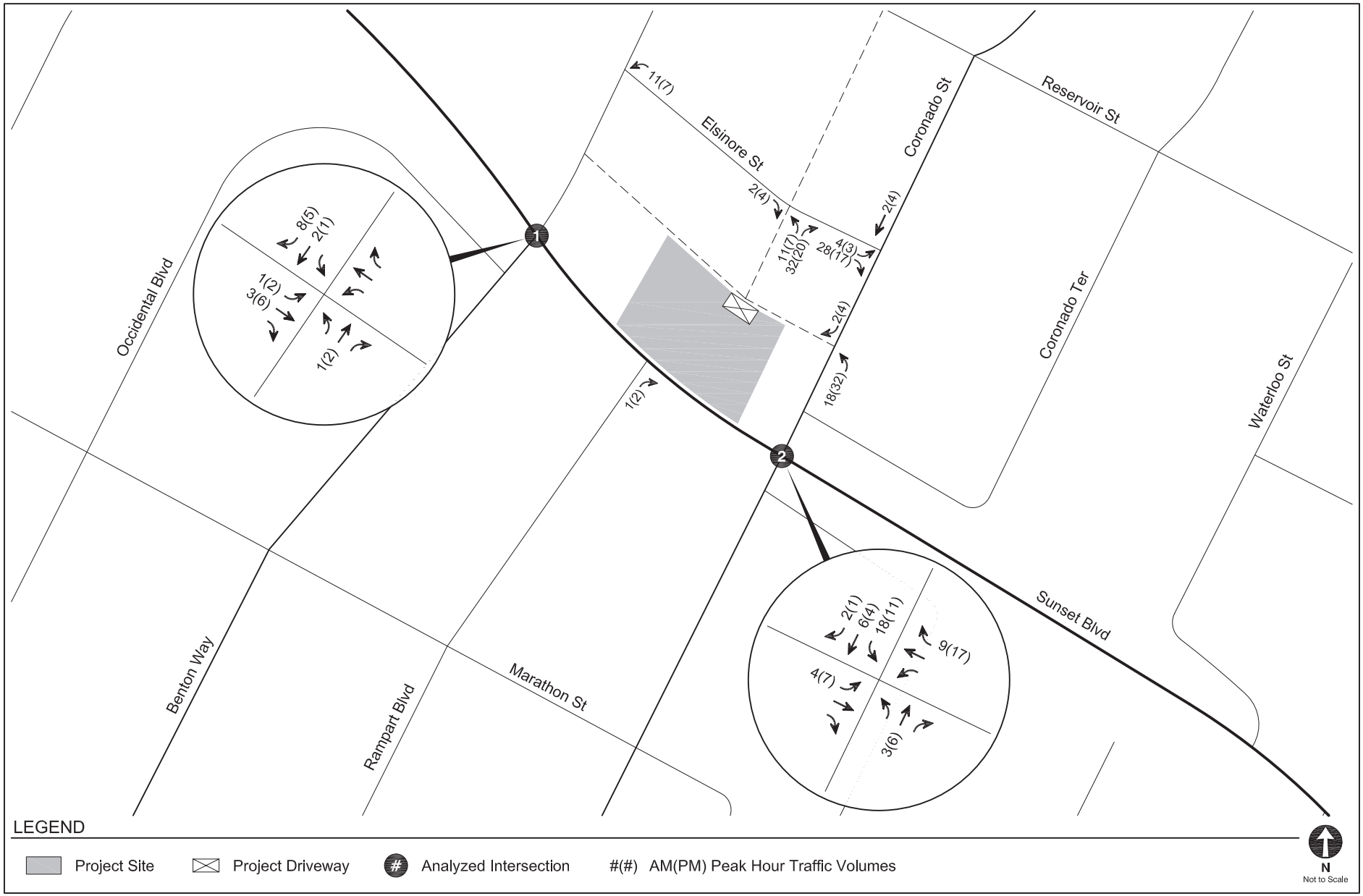
PROJECT TRIP DISTRIBUTION

FIGURE 4A



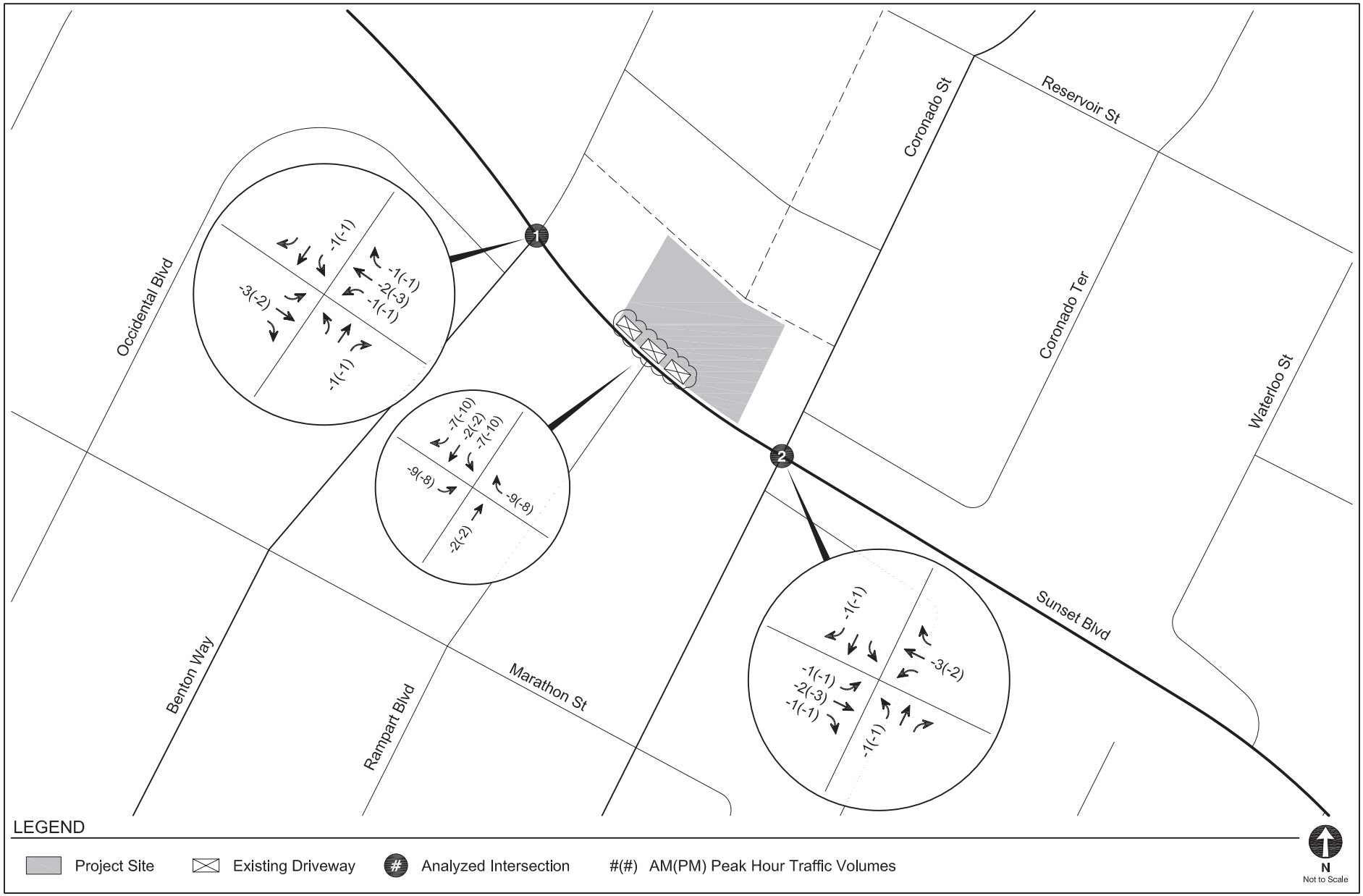
EXISTING USES TRIP DISTRIBUTION

FIGURE 4B



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5A



EXISTING USES TO BE REMOVED
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5B

LOCATIONS OF RELATED PROJECTS

FIGURE 6

TABLE 3
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Apartments	1911 W Sunset Blvd	170 apartment units	670	13	37	50	33	22	55
2	Alvarado Apartments	801 N Alvarado St	55 apartment units	205	5	15	20	12	8	20
3	Alvarado Mixed-Use	106 S Alvarado St	42 apartment units, 1,183 sf commercial	251	5	13	18	12	9	21
4	Alvarado Apartment Building	900 N Alvarado St	47 apartment units	156	-2	11	9	7	-1	6
5	Restaurant & Retail	1455 N Alvarado St	5,050 sf restaurant, 2,984 sf retail	790	33	29	62	33	26	59
6	Residential	3012 W Sunset Blvd	68 apartment units, 6 affordable	339	6	17	23	16	11	27
7	3225 Sunset Mixed-Use	3209 W Sunset Blvd	82 apartment units, 8,000 sf commercial	452	4	18	22	12	0	12
8	Residential Project	2225 W Sunset Blvd	158 apartment units, 18 affordable apartment units	638	16	53	69	48	29	77

Notes

sf: square feet

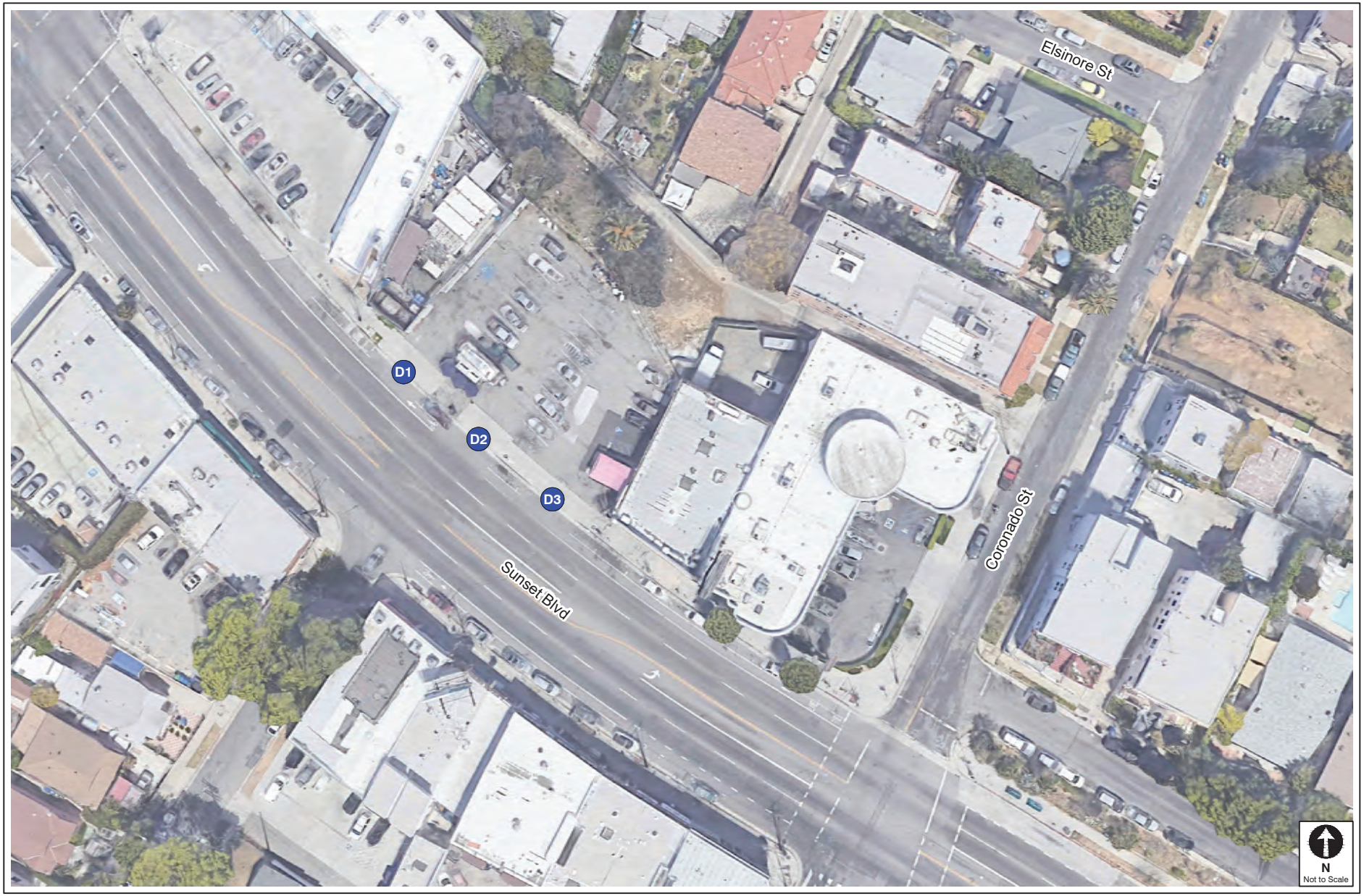
[a] Source: Related project information based on available information provided by LADOT and Department of City Planning in November 2022.

TABLE 4
FREEWAY OFF-RAMP SAFETY SCREENING ANALYSIS

US 101 Freeway Off-Ramp	Peak Hour	Project Traffic	Meets Screening Criteria? [a]
Northbound off-ramp to Silver Lake Boulevard	AM PM	0 0	NO NO
Southbound off-ramp to Silver Lake Boulevard	AM PM	1 2	NO NO
Northbound off-ramp to Rampart Boulevard	AM PM	1 2	NO NO
Southbound off-ramp to Benton Way	AM PM	1 2	NO NO
Northbound off-ramp to Alvarado Street	AM PM	1 2	NO NO
Southbound off-ramp to Alvarado Street	AM PM	0 0	NO NO

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.



DRIVEWAY TRAFFIC COUNT LOCATIONS

FIGURE
7

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 1

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	20	40	60

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	1		1		2	
00:15	0		0		0		12:15	0		2		2	
00:30	0		0		0		12:30	1		1		2	
00:45	0	0	0	0	0	0	12:45	1	3	0	4	1	7
01:00	0		0		0		13:00	0		1		1	
01:15	0		0		0		13:15	0		1		1	
01:30	0		0		0		13:30	1		0		1	
01:45	0	0	0	0	0	0	13:45	2	3	2	4	4	7
02:00	0		0		0		14:00	1		1		2	
02:15	0		0		0		14:15	0		1		1	
02:30	0		0		0		14:30	1		1		2	
02:45	0	0	0	0	0	0	14:45	0	2	0	3	0	5
03:00	0		0		0		15:00	0		2		2	
03:15	0		0		0		15:15	0		0		0	
03:30	0		0		0		15:30	0		1		1	
03:45	0	0	0	0	0	0	15:45	1	1	2	5	3	6
04:00	0		0		0		16:00	1		1		2	
04:15	0		0		0		16:15	0		0		0	
04:30	0		0		0		16:30	0		0		0	
04:45	0	0	0	0	0	0	16:45	0	1	0	1	0	2
05:00	0		0		0		17:00	0		0		0	
05:15	0		0		0		17:15	0		0		0	
05:30	1		0		1		17:30	0		0		0	
05:45	0	1	0	0	0	1	17:45	0	0	0	0	0	0
06:00	0		0		0		18:00	0		0		0	
06:15	0		0		0		18:15	0		0		0	
06:30	0		0		0		18:30	0		0		0	
06:45	1	1	2	2	3	3	18:45	0	0	0	0	0	0
07:00	1		0		1		19:00	0		0		0	
07:15	0		2		2		19:15	0		0		0	
07:30	1		0		1		19:30	0		0		0	
07:45	0	2	0	2	0	4	19:45	0	0	0	0	0	0
08:00	1		1		2		20:00	0		0		0	
08:15	1		1		2		20:15	0		0		0	
08:30	0		1		1		20:30	0		0		0	
08:45	0	2	2	5	2	7	20:45	0	0	0	0	0	0
09:00	0		1		1		21:00	0		0		0	
09:15	0		2		2		21:15	0		0		0	
09:30	0		1		1		21:30	0		0		0	
09:45	0	0	1	5	1	5	21:45	0	0	0	0	0	0
10:00	1		0		1		22:00	0		0		0	
10:15	1		0		1		22:15	0		0		0	
10:30	0		1		1		22:30	0		0		0	
10:45	0	2	1	2	1	4	22:45	0	0	0	0	0	0
11:00	0		2		2		23:00	0		0		0	
11:15	0		2		2		23:15	0		0		0	
11:30	1		1		2		23:30	0		2		2	
11:45	0	1	0	5	0	6	23:45	1	1	0	2	1	3
Totals		9		21	30		Totals		11		19	30	
Split %		30.0%		70.0%	50.0%		Split %		36.7%		63.3%	50.0%	

Daily Totals	Inbound	Outbound	Total
	20	40	60

AM Peak Hour	07:30	10:45	10:45	PM Peak Hour	13:45	15:00	13:45
AM Peak Volume	3	6	7	PM Peak Volume	4	5	9
AM Pk Hr Factor	0.750	0.750	0.875	PM Pk Hr Factor	0.500	0.625	0.563

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 2

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	93	147	240

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	2		7		9	
00:15	0		0		0		12:15	3		3		6	
00:30	0		0		0		12:30	4		4		8	
00:45	0	0	0	0	0	0	12:45	3	12	2	16	5	28
01:00	0		0		0		13:00	3		2		5	
01:15	0		0		0		13:15	3		3		6	
01:30	0		0		0		13:30	0		1		1	
01:45	0	0	0	0	0	0	13:45	2	8	9	15	11	23
02:00	0		0		0		14:00	1		1		2	
02:15	0		0		0		14:15	0		4		4	
02:30	0		0		0		14:30	2		1		3	
02:45	0	0	0	0	0	0	14:45	3	6	3	9	6	15
03:00	0		0		0		15:00	3		1		4	
03:15	0		0		0		15:15	0		0		0	
03:30	0		0		0		15:30	0		0		0	
03:45	0	0	0	0	0	0	15:45	4	7	2	3	6	10
04:00	0		0		0		16:00	1		2		3	
04:15	0		0		0		16:15	0		2		2	
04:30	0		0		0		16:30	1		1		2	
04:45	0	0	0	0	0	0	16:45	1	3	3	8	4	11
05:00	0		0		0		17:00	4		3		7	
05:15	1		0		1		17:15	2		2		4	
05:30	0		0		0		17:30	0		2		2	
05:45	0	1	0	0	0	1	17:45	4	10	0	7	4	17
06:00	1		0		1		18:00	2		4		6	
06:15	1		1		2		18:15	2		4		6	
06:30	0		1		1		18:30	0		7		7	
06:45	1	3	0	2	1	5	18:45	1	5	4	19	5	24
07:00	1		6		7		19:00	3		1		4	
07:15	2		0		2		19:15	2		2		4	
07:30	0		2		2		19:30	0		2		2	
07:45	1	4	2	10	3	14	19:45	4	9	1	6	5	15
08:00	1		0		1		20:00	1		2		3	
08:15	2		2		4		20:15	1		4		5	
08:30	2		1		3		20:30	0		0		0	
08:45	0	5	1	4	1	9	20:45	1	3	4	10	5	13
09:00	0		0		0		21:00	0		1		1	
09:15	1		2		3		21:15	0		1		1	
09:30	0		2		2		21:30	1		1		2	
09:45	1	2	3	7	4	9	21:45	0	1	1	4	1	5
10:00	1		1		2		22:00	0		0		0	
10:15	1		2		3		22:15	0		0		0	
10:30	1		6		7		22:30	0		0		0	
10:45	3	6	4	13	7	19	22:45	0	0	1	1	1	1
11:00	2		2		4		23:00	0		0		0	
11:15	1		3		4		23:15	0		0		0	
11:30	2		6		8		23:30	0		0		0	
11:45	3	8	2	13	5	21	23:45	0	0	0	0	0	0
Totals		29		49	78		Totals		64		98	162	
Split %		37.2%		62.8%	32.5%		Split %		39.5%		60.5%	67.5%	

Daily Totals	Inbound	Outbound	Total
	93	147	240

AM Peak Hour	11:00	10:45	10:45	PM Peak Hour	12:30	18:00	12:00
AM Peak Volume	8	15	23	PM Peak Volume	13	19	28
AM Pk Hr Factor	0.667	0.625	0.719	PM Pk Hr Factor	0.813	0.679	0.778

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 3

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	144	67	211

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	4		1		5	
00:15	0		0		0		12:15	1		0		1	
00:30	0		0		0		12:30	6		7		13	
00:45	0	0	0	0	0	0	12:45	1	12	1	9	2	21
01:00	0		0		0		13:00	3		3		6	
01:15	0		0		0		13:15	1		3		4	
01:30	0		0		0		13:30	5		0		5	
01:45	0	0	0	0	0	0	13:45	6	15	3	9	9	24
02:00	0		0		0		14:00	1		2		3	
02:15	0		0		0		14:15	3		1		4	
02:30	0		0		0		14:30	2		1		3	
02:45	0	0	0	0	0	0	14:45	2	8	2	6	4	14
03:00	0		0		0		15:00	1		5		6	
03:15	0		0		0		15:15	1		0		1	
03:30	0		0		0		15:30	0		0		0	
03:45	0	0	0	0	0	0	15:45	1	3	0	5	1	8
04:00	0		0		0		16:00	2		0		2	
04:15	0		0		0		16:15	0		0		0	
04:30	0		0		0		16:30	1		0		1	
04:45	1	1	0	0	1	1	16:45	2	5	1	1	3	6
05:00	0		0		0		17:00	0		1		1	
05:15	0		0		0		17:15	2		0		2	
05:30	0		0		0		17:30	1		1		2	
05:45	0	0	1	1	1	1	17:45	1	4	0	2	1	6
06:00	0		1		1		18:00	1		2		3	
06:15	2		0		2		18:15	4		0		4	
06:30	1		0		1		18:30	4		1		5	
06:45	3	6	0	1	3	7	18:45	4	13	0	3	4	16
07:00	3		2		5		19:00	1		1		2	
07:15	2		1		3		19:15	1		0		1	
07:30	0		1		1		19:30	0		0		0	
07:45	2	7	0	4	2	11	19:45	1	3	2	3	3	6
08:00	0		2		2		20:00	3		1		4	
08:15	3		1		4		20:15	1		0		1	
08:30	3		2		5		20:30	2		0		2	
08:45	4	10	2	7	6	17	20:45	2	8	2	3	4	11
09:00	6		1		7		21:00	1		0		1	
09:15	3		1		4		21:15	0		0		0	
09:30	3		1		4		21:30	0		0		0	
09:45	2	14	0	3	2	17	21:45	0	1	0	0	0	1
10:00	2		1		3		22:00	0		0		0	
10:15	3		1		4		22:15	0		0		0	
10:30	7		1		8		22:30	0		0		0	
10:45	4	16	0	3	4	19	22:45	1	1	0	0	1	1
11:00	3		1		4		23:00	0		0		0	
11:15	4		0		4		23:15	0		0		0	
11:30	3		3		6		23:30	1		0		1	
11:45	6	16	3	7	9	23	23:45	0	1	0	0	0	1
Totals		70		26	96		Totals		74		41	115	
Split %		72.9%		27.1%	45.5%		Split %		64.3%		35.7%	54.5%	

Daily Totals	Inbound	Outbound	Total
	144	67	211

AM Peak Hour	10:30	11:00	11:00	PM Peak Hour	13:30	12:30	12:30
AM Peak Volume	18	7	23	PM Peak Volume	15	14	25
AM Pk Hr Factor	0.643	0.583	0.639	PM Pk Hr Factor	0.625	0.500	0.481

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

All Existing Driveways on Sunset Boulevard (D1, D2, D3)

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	257	254	511

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	7		9		16	
00:15	0		0		0		12:15	4		5		9	
00:30	0		0		0		12:30	11		12		23	
00:45	0	0	0	0	0	0	12:45	5	27	3	29	8	56
01:00	0		0		0		13:00	6		6		12	
01:15	0		0		0		13:15	4		7		11	
01:30	0		0		0		13:30	6		1		7	
01:45	0	0	0	0	0	0	13:45	10	26	14	28	24	54
02:00	0		0		0		14:00	3		4		7	
02:15	0		0		0		14:15	3		6		9	
02:30	0		0		0		14:30	5		3		8	
02:45	0	0	0	0	0	0	14:45	5	16	5	18	10	34
03:00	0		0		0		15:00	4		8		12	
03:15	0		0		0		15:15	1		0		1	
03:30	0		0		0		15:30	0		1		1	
03:45	0	0	0	0	0	0	15:45	6	11	4	13	10	24
04:00	0		0		0		16:00	4		3		7	
04:15	0		0		0		16:15	0		2		2	
04:30	0		0		0		16:30	2		1		3	
04:45	1	1	0	0	1	1	16:45	3	9	4	10	7	19
05:00	0		0		0		17:00	4		4		8	
05:15	1		0		1		17:15	4		2		6	
05:30	1		0		1		17:30	1		3		4	
05:45	0	2	1	1	1	3	17:45	5	14	0	9	5	23
06:00	1		1		2		18:00	3		6		9	
06:15	3		1		4		18:15	6		4		10	
06:30	1		1		2		18:30	4		8		12	
06:45	5	10	2	5	7	15	18:45	5	18	4	22	9	40
07:00	5		8		13		19:00	4		2		6	
07:15	4		3		7		19:15	3		2		5	
07:30	1		3		4		19:30	0		2		2	
07:45	3	13	2	16	5	29	19:45	5	12	3	9	8	21
08:00	2		3		5		20:00	4		3		7	
08:15	6		4		10		20:15	2		4		6	
08:30	5		4		9		20:30	2		0		2	
08:45	4	17	5	16	9	33	20:45	3	11	6	13	9	24
09:00	6		2		8		21:00	1		1		2	
09:15	4		5		9		21:15	0		1		1	
09:30	3		4		7		21:30	1		1		2	
09:45	3	16	4	15	7	31	21:45	0	2	1	4	1	6
10:00	4		2		6		22:00	0		0		0	
10:15	5		3		8		22:15	0		0		0	
10:30	8		8		16		22:30	0		0		0	
10:45	7	24	5	18	12	42	22:45	1	1	1	1	2	2
11:00	5		5		10		23:00	0		0		0	
11:15	5		5		10		23:15	0		0		0	
11:30	6		10		16		23:30	1		2		3	
11:45	9	25	5	25	14	50	23:45	1	2	0	2	1	4
Totals		108		96	**204**		**Totals**		149		158	**307**	
Split %		52.9%		47.1%	**39.9%**		**Split %**		48.5%		51.5%	**60.1%**	

Daily Totals	Inbound	Outbound	Total
	257	254	511

Note:
Morning and afternoon peak hours highlighted in light orange

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 2511 Sunset

Scenario:

Address: 2511 W SUNSET BLVD, 90026

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Liquor Store | Daily	511	Trips
(custom) Liquor Store | HBW-Attraction Split	6	Percent
(custom) Liquor Store | HBO-Attraction Split	50	Percent
(custom) Liquor Store | NHB-Attraction Split	22	Percent
(custom) Liquor Store | HBW-Production Split	0	Percent
(custom) Liquor Store | HBO-Production Split	0	Percent
(custom) Liquor Store | NHB-Production Split	22	Percent
(custom) Liquor Store | Daily	0	Residents
(custom) Liquor Store | Daily	6	Employees
(custom) Liquor Store | Daily	Retail	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3	ksf
Housing | Multi-Family	121	DU
Retail | High-Turnover Sit-Down Restaurant	3.037	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
432 Daily Vehicle Trips	778 Daily Vehicle Trips
2,694 Daily VMT	4,758 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	346 Net Daily Trips
The net increase in daily VMT ≤ 0	2,064 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.037 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/6/2023

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2511 Sunset

Scenario:

Address: 2511 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	121	DU
Retail | High-Turnover Sit-Down Restaurant	3.037	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
188 city code parking provision for the project site
83 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
677 Daily Vehicle Trips	**677** Daily Vehicle Trips
4,138 Daily VMT	**4,138** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 6, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	121	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.037	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 6, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 12 Total Population: 273			
Proposed Project		***With Mitigation***	
677	**Daily Vehicle Trips**	**677**	**Daily Vehicle Trips**
4,138	**Daily VMT**	**4,138**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	188	188
		Actual parking provision (spaces)	83	83
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 6, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 6, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	108	-23.1%	83	7.6	821	631
Home Based Other Production	300	-31.3%	206	5.3	1,590	1,092
Non-Home Based Other Production	196	-2.6%	191	6.7	1,313	1,280
Home-Based Work Attraction	18	-44.4%	10	9.2	166	92
Home-Based Other Attraction	272	-26.1%	201	5.5	1,496	1,106
Non-Home Based Other Attraction	90	-3.3%	87	6.4	576	557

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	72	549	-13.0%	72	549
Home Based Other Production	-13.0%	179	950	-13.0%	179	950
Non-Home Based Other Production	-13.0%	166	1,113	-13.0%	166	1,113
Home-Based Work Attraction	-13.0%	9	80	-13.0%	9	80
Home-Based Other Attraction	-13.0%	175	962	-13.0%	175	962
Non-Home Based Other Attraction	-13.0%	76	484	-13.0%	76	484

MXD VMT Methodology Per Capita & Per Employee

Total Population: 273
Total Employees: 12
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,499**	**1,499**
Total Home Based Work Attraction VMT	**80**	**80**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix B

Existing Driveway Traffic Count Data

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 1

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	20	40	60

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	1		1		2	
00:15	0		0		0		12:15	0		2		2	
00:30	0		0		0		12:30	1		1		2	
00:45	0	0	0	0	0	0	12:45	1	3	0	4	1	7
01:00	0		0		0		13:00	0		1		1	
01:15	0		0		0		13:15	0		1		1	
01:30	0		0		0		13:30	1		0		1	
01:45	0	0	0	0	0	0	13:45	2	3	2	4	4	7
02:00	0		0		0		14:00	1		1		2	
02:15	0		0		0		14:15	0		1		1	
02:30	0		0		0		14:30	1		1		2	
02:45	0	0	0	0	0	0	14:45	0	2	0	3	0	5
03:00	0		0		0		15:00	0		2		2	
03:15	0		0		0		15:15	0		0		0	
03:30	0		0		0		15:30	0		1		1	
03:45	0	0	0	0	0	0	15:45	1	1	2	5	3	6
04:00	0		0		0		16:00	1		1		2	
04:15	0		0		0		16:15	0		0		0	
04:30	0		0		0		16:30	0		0		0	
04:45	0	0	0	0	0	0	16:45	0	1	0	1	0	2
05:00	0		0		0		17:00	0		0		0	
05:15	0		0		0		17:15	0		0		0	
05:30	1		0		1		17:30	0		0		0	
05:45	0	1	0	0	0	1	17:45	0	0	0	0	0	0
06:00	0		0		0		18:00	0		0		0	
06:15	0		0		0		18:15	0		0		0	
06:30	0		0		0		18:30	0		0		0	
06:45	1	1	2	2	3	3	18:45	0	0	0	0	0	0
07:00	1		0		1		19:00	0		0		0	
07:15	0		2		2		19:15	0		0		0	
07:30	1		0		1		19:30	0		0		0	
07:45	0	2	0	2	0	4	19:45	0	0	0	0	0	0
08:00	1		1		2		20:00	0		0		0	
08:15	1		1		2		20:15	0		0		0	
08:30	0		1		1		20:30	0		0		0	
08:45	0	2	2	5	2	7	20:45	0	0	0	0	0	0
09:00	0		1		1		21:00	0		0		0	
09:15	0		2		2		21:15	0		0		0	
09:30	0		1		1		21:30	0		0		0	
09:45	0	0	1	5	1	5	21:45	0	0	0	0	0	0
10:00	1		0		1		22:00	0		0		0	
10:15	1		0		1		22:15	0		0		0	
10:30	0		1		1		22:30	0		0		0	
10:45	0	2	1	2	1	4	22:45	0	0	0	0	0	0
11:00	0		2		2		23:00	0		0		0	
11:15	0		2		2		23:15	0		0		0	
11:30	1		1		2		23:30	0		2		2	
11:45	0	1	0	5	0	6	23:45	1	1	0	2	1	3
Totals		9		21	30		Totals		11		19	30	
Split %		30.0%		70.0%	50.0%		Split %		36.7%		63.3%	50.0%	

Daily Totals	Inbound	Outbound	Total
	20	40	60

AM Peak Hour	07:30	10:45	10:45	PM Peak Hour	13:45	15:00	13:45
AM Peak Volume	3	6	7	PM Peak Volume	4	5	9
AM Pk Hr Factor	0.750	0.750	0.875	PM Pk Hr Factor	0.500	0.625	0.563

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 2

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	93	147	240

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	2		7		9	
00:15	0		0		0		12:15	3		3		6	
00:30	0		0		0		12:30	4		4		8	
00:45	0	0	0	0	0	0	12:45	3	12	2	16	5	28
01:00	0		0		0		13:00	3		2		5	
01:15	0		0		0		13:15	3		3		6	
01:30	0		0		0		13:30	0		1		1	
01:45	0	0	0	0	0	0	13:45	2	8	9	15	11	23
02:00	0		0		0		14:00	1		1		2	
02:15	0		0		0		14:15	0		4		4	
02:30	0		0		0		14:30	2		1		3	
02:45	0	0	0	0	0	0	14:45	3	6	3	9	6	15
03:00	0		0		0		15:00	3		1		4	
03:15	0		0		0		15:15	0		0		0	
03:30	0		0		0		15:30	0		0		0	
03:45	0	0	0	0	0	0	15:45	4	7	2	3	6	10
04:00	0		0		0		16:00	1		2		3	
04:15	0		0		0		16:15	0		2		2	
04:30	0		0		0		16:30	1		1		2	
04:45	0	0	0	0	0	0	16:45	1	3	3	8	4	11
05:00	0		0		0		17:00	4		3		7	
05:15	1		0		1		17:15	2		2		4	
05:30	0		0		0		17:30	0		2		2	
05:45	0	1	0	0	0	1	17:45	4	10	0	7	4	17
06:00	1		0		1		18:00	2		4		6	
06:15	1		1		2		18:15	2		4		6	
06:30	0		1		1		18:30	0		7		7	
06:45	1	3	0	2	1	5	18:45	1	5	4	19	5	24
07:00	1		6		7		19:00	3		1		4	
07:15	2		0		2		19:15	2		2		4	
07:30	0		2		2		19:30	0		2		2	
07:45	1	4	2	10	3	14	19:45	4	9	1	6	5	15
08:00	1		0		1		20:00	1		2		3	
08:15	2		2		4		20:15	1		4		5	
08:30	2		1		3		20:30	0		0		0	
08:45	0	5	1	4	1	9	20:45	1	3	4	10	5	13
09:00	0		0		0		21:00	0		1		1	
09:15	1		2		3		21:15	0		1		1	
09:30	0		2		2		21:30	1		1		2	
09:45	1	2	3	7	4	9	21:45	0	1	1	4	1	5
10:00	1		1		2		22:00	0		0		0	
10:15	1		2		3		22:15	0		0		0	
10:30	1		6		7		22:30	0		0		0	
10:45	3	6	4	13	7	19	22:45	0	0	1	1	1	1
11:00	2		2		4		23:00	0		0		0	
11:15	1		3		4		23:15	0		0		0	
11:30	2		6		8		23:30	0		0		0	
11:45	3	8	2	13	5	21	23:45	0	0	0	0	0	0
Totals		29		49	78		Totals		64		98	162	
Split %		37.2%		62.8%	32.5%		Split %		39.5%		60.5%	67.5%	

Daily Totals	Inbound	Outbound	Total
	93	147	240

AM Peak Hour	11:00	10:45	10:45	PM Peak Hour	12:30	18:00	12:00
AM Peak Volume	8	15	23	PM Peak Volume	13	19	28
AM Pk Hr Factor	0.667	0.625	0.719	PM Pk Hr Factor	0.813	0.679	0.778

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Driveway 3

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	144	67	211

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	4		1		5	
00:15	0		0		0		12:15	1		0		1	
00:30	0		0		0		12:30	6		7		13	
00:45	0	0	0	0	0	0	12:45	1	12	1	9	2	21
01:00	0		0		0		13:00	3		3		6	
01:15	0		0		0		13:15	1		3		4	
01:30	0		0		0		13:30	5		0		5	
01:45	0	0	0	0	0	0	13:45	6	15	3	9	9	24
02:00	0		0		0		14:00	1		2		3	
02:15	0		0		0		14:15	3		1		4	
02:30	0		0		0		14:30	2		1		3	
02:45	0	0	0	0	0	0	14:45	2	8	2	6	4	14
03:00	0		0		0		15:00	1		5		6	
03:15	0		0		0		15:15	1		0		1	
03:30	0		0		0		15:30	0		0		0	
03:45	0	0	0	0	0	0	15:45	1	3	0	5	1	8
04:00	0		0		0		16:00	2		0		2	
04:15	0		0		0		16:15	0		0		0	
04:30	0		0		0		16:30	1		0		1	
04:45	1	1	0	0	1	1	16:45	2	5	1	1	3	6
05:00	0		0		0		17:00	0		1		1	
05:15	0		0		0		17:15	2		0		2	
05:30	0		0		0		17:30	1		1		2	
05:45	0	0	1	1	1	1	17:45	1	4	0	2	1	6
06:00	0		1		1		18:00	1		2		3	
06:15	2		0		2		18:15	4		0		4	
06:30	1		0		1		18:30	4		1		5	
06:45	3	6	0	1	3	7	18:45	4	13	0	3	4	16
07:00	3		2		5		19:00	1		1		2	
07:15	2		1		3		19:15	1		0		1	
07:30	0		1		1		19:30	0		0		0	
07:45	2	7	0	4	2	11	19:45	1	3	2	3	3	6
08:00	0		2		2		20:00	3		1		4	
08:15	3		1		4		20:15	1		0		1	
08:30	3		2		5		20:30	2		0		2	
08:45	4	10	2	7	6	17	20:45	2	8	2	3	4	11
09:00	6		1		7		21:00	1		0		1	
09:15	3		1		4		21:15	0		0		0	
09:30	3		1		4		21:30	0		0		0	
09:45	2	14	0	3	2	17	21:45	0	1	0	0	0	1
10:00	2		1		3		22:00	0		0		0	
10:15	3		1		4		22:15	0		0		0	
10:30	7		1		8		22:30	0		0		0	
10:45	4	16	0	3	4	19	22:45	1	1	0	0	1	1
11:00	3		1		4		23:00	0		0		0	
11:15	4		0		4		23:15	0		0		0	
11:30	3		3		6		23:30	1		0		1	
11:45	6	16	3	7	9	23	23:45	0	1	0	0	0	1
Totals		70		26	96		Totals		74		41	115	
Split %		72.9%		27.1%	45.5%		Split %		64.3%		35.7%	54.5%	

Daily Totals	Inbound	Outbound	Total
	144	67	211

AM Peak Hour	10:30	11:00	11:00	PM Peak Hour	13:30	12:30	12:30
AM Peak Volume	18	7	23	PM Peak Volume	15	14	25
AM Pk Hr Factor	0.643	0.583	0.639	PM Pk Hr Factor	0.625	0.500	0.481

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

All Existing Driveways on Sunset Boulevard (D1, D2, D3)

Day: Wednesday, November 16, 2022 **City:** Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	257	254	511

AM	In		Out		Total		PM	In		Out		Total	
00:00	0		0		0		12:00	7		9		16	
00:15	0		0		0		12:15	4		5		9	
00:30	0		0		0		12:30	11		12		23	
00:45	0	0	0	0	0	0	12:45	5	27	3	29	8	56
01:00	0		0		0		13:00	6		6		12	
01:15	0		0		0		13:15	4		7		11	
01:30	0		0		0		13:30	6		1		7	
01:45	0	0	0	0	0	0	13:45	10	26	14	28	24	54
02:00	0		0		0		14:00	3		4		7	
02:15	0		0		0		14:15	3		6		9	
02:30	0		0		0		14:30	5		3		8	
02:45	0	0	0	0	0	0	14:45	5	16	5	18	10	34
03:00	0		0		0		15:00	4		8		12	
03:15	0		0		0		15:15	1		0		1	
03:30	0		0		0		15:30	0		1		1	
03:45	0	0	0	0	0	0	15:45	6	11	4	13	10	24
04:00	0		0		0		16:00	4		3		7	
04:15	0		0		0		16:15	0		2		2	
04:30	0		0		0		16:30	2		1		3	
04:45	1	1	0	0	1	1	16:45	3	9	4	10	7	19
05:00	0		0		0		17:00	4		4		8	
05:15	1		0		1		17:15	4		2		6	
05:30	1		0		1		17:30	1		3		4	
05:45	0	2	1	1	1	3	17:45	5	14	0	9	5	23
06:00	1		1		2		18:00	3		6		9	
06:15	3		1		4		18:15	6		4		10	
06:30	1		1		2		18:30	4		8		12	
06:45	5	10	2	5	7	15	18:45	5	18	4	22	9	40
07:00	5		8		13		19:00	4		2		6	
07:15	4		3		7		19:15	3		2		5	
07:30	1		3		4		19:30	0		2		2	
07:45	3	13	2	16	5	29	19:45	5	12	3	9	8	21
08:00	2		3		5		20:00	4		3		7	
08:15	6		4		10		20:15	2		4		6	
08:30	5		4		9		20:30	2		0		2	
08:45	4	17	5	16	9	33	20:45	3	11	6	13	9	24
09:00	6		2		8		21:00	1		1		2	
09:15	4		5		9		21:15	0		1		1	
09:30	3		4		7		21:30	1		1		2	
09:45	3	16	4	15	7	31	21:45	0	2	1	4	1	6
10:00	4		2		6		22:00	0		0		0	
10:15	5		3		8		22:15	0		0		0	
10:30	8		8		16		22:30	0		0		0	
10:45	7	24	5	18	12	42	22:45	1	1	1	1	2	2
11:00	5		5		10		23:00	0		0		0	
11:15	5		5		10		23:15	0		0		0	
11:30	6		10		16		23:30	1		2		3	
11:45	9	25	5	25	14	50	23:45	1	2	0	2	1	4
Totals		108		96	**204**		**Totals**		149		158	**307**	
Split %		52.9%		47.1%	**39.9%**		**Split %**		48.5%		51.5%	**60.1%**	

Daily Totals	Inbound	Outbound	Total
	257	254	511

Note:
Morning and afternoon peak hours highlighted in light orange

Appendix C

Plans, Policies, and Programs Consistency Worksheet

LADOT

Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☑ Yes □ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☑ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Alley

Frontage 1 Existing PROW'/Curb' : Existing 12 Required 20 Proposed 16

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** □ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ☐ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes ☑ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ☑ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 2511 Sunset

Scenario:

Address: 2511 W SUNSET BLVD, 90026

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Liquor Store | Daily	511	Trips
(custom) Liquor Store | HBW-Attraction Split	6	Percent
(custom) Liquor Store | HBO-Attraction Split	50	Percent
(custom) Liquor Store | NHB-Attraction Split	22	Percent
(custom) Liquor Store | HBW-Production Split	0	Percent
(custom) Liquor Store | HBO-Production Split	0	Percent
(custom) Liquor Store | NHB-Production Split	22	Percent
(custom) Liquor Store | Daily	0	Residents
(custom) Liquor Store | Daily	6	Employees
(custom) Liquor Store | Daily	Retail	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	3.434	ksf
Housing | Multi-Family	108	DU
Housing | Affordable Housing - Family	13	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
432 Daily Vehicle Trips	804 Daily Vehicle Trips
2,694 Daily VMT	4,922 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	372 Net Daily Trips
The net increase in daily VMT ≤ 0	2,228 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.434 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/30/2023

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2511 Sunset

Scenario:

Address: 2511 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.434	ksf
Housing | Multi-Family	108	DU
Housing | Affordable Housing - Family	13	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

194 city code parking provision for the project site

80 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

100 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
698 Daily Vehicle Trips	**698** Daily Vehicle Trips
4,280 Daily VMT	**4,280** Daily VMT
5.3 Household VMT per Capita	**5.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

3/30/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	108	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	13	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.434	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 14 Total Population: 284			
Proposed Project		***With Mitigation***	
698	**Daily Vehicle Trips**	**698**	**Daily Vehicle Trips**
4,280	**Daily VMT**	**4,280**	**Daily VMT**
5.3	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	194	194
		Actual parking provision (spaces)	80	80
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 30, 2023
Project Name: 2511 Sunset
Project Scenario:
Project Address: 2511 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	108	-23.1%	83	7.6	821	631
Home Based Other Production	299	-31.4%	205	5.3	1,585	1,087
Non-Home Based Other Production	203	-3.0%	197	6.7	1,360	1,320
Home-Based Work Attraction	20	-40.0%	12	9.2	184	110
Home-Based Other Attraction	288	-26.0%	213	5.5	1,584	1,172
Non-Home Based Other Attraction	97	-3.1%	94	6.4	621	602

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	72	549	-13.0%	72	549
Home Based Other Production	-13.0%	178	945	-13.0%	178	945
Non-Home Based Other Production	-13.0%	171	1,148	-13.0%	171	1,148
Home-Based Work Attraction	-13.0%	10	96	-13.0%	10	96
Home-Based Other Attraction	-13.0%	185	1,019	-13.0%	185	1,019
Non-Home Based Other Attraction	-13.0%	82	523	-13.0%	82	523

MXD VMT Methodology Per Capita & Per Employee

Total Population: 284
Total Employees: 14
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,494**	**1,494**
Total Home Based Work Attraction VMT	**96**	**96**
Total Home Based VMT Per Capita	**5.3**	**5.3**
Total Work Based VMT Per Employee	**N/A**	**N/A**

E – APPEAL NO. 1 (MICHAEL ORTIZ, ON BEHALF OF THE SUNSET-RAMPART BUSINESS DISTRICT & NEIGHBORS)

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC)
- ☒ City Planning Commission (CPC)
- ☐ City Council
- ☐ Zoning Administrator (ZA)
- ☐ Director of Planning (DIR)

CASE INFORMATION

Case Number: DIR-2023-2028-TOC-SPR-HCA

Project Address: 2511, 2513, 2515, and 2517 W. Sunset Blvd. Los Angeles, Ca. 90026

Final Date to Appeal: December 21, 2023

APPELLANT

For main entitlement cases, <u>except</u> for Building and Safety Appeals:

Check all that apply.

- ☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
  - ☐ Representative
  - ☐ Property Owner
  - ☐ Applicant
  - ☐ Operator of the Use/Site

For Building and Safety Appeals <u>only</u>:

Check all that apply.

- ☐ Person claiming to be aggrieved by the determination made by **Building and Safety**[1]
  - ☐ Representative
  - ☐ Property Owner
  - ☐ Applicant
  - ☐ Operator of the Use/Site

[1] Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 12.26 K, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2.

APPELLANT INFORMATION

Appellant Name: Michael Ortiz

Company/Organization: Sunset Rampart Business District Neighbors

Mailing Address: 2514 W. Sunset Blvd.

City: Los Angeles, **State:** Ca **Zip Code:** 90026

Telephone: 323-816-8236 **E-mail:** ctcmoves@yahoo.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☒ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position? ☐ **YES** ☒ **NO**

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): Michael Ortiz

Company: Sunset-Rampart Business District & Neighbors

Mailing Address: 2514 W. Sunset Blvd.

City: Los Angeles, **State:** Ca **Zip Code:** 90026

Telephone: 323-816-8236 **E-mail:** ctcmoves@yahoo.com

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☒ **Entire** ☐ **Part**

Are specific Conditions of Approval being appealed? ☒ **YES** ☐ **NO**

If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

☒ Reason(s) for the appeal

☒ Specific points at issue

☒ How you are aggrieved by the decision

☒ How the decision-maker erred or abused their decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: _____ **Date:** 12-21-23

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date :** _____

☐ Determination authority notified ☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our Online Application System (OAS).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- ☐ Appeal Application
- ☐ Justification/Reason for Appeal
- ☐ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☐ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., "Appeal Form", "Justification/ Reason Statement", or "Original Determination Letter"). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☒ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

  See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

SPECIFIC CASE TYPES
ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g).

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

  ☐ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEAL

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 12.26 K.1.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

   ☐ Appeal fee shall be in accordance with LAMC Section 19.01 B.2 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.3. Appellants for BSAs are considered Original Applicants.

- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 12.26 K.6. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

   - ☐ *Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a).

2. Noticing Requirement

   - ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.7. Appellants for BSAs are considered Original Original Applicants.
   - ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

   - ☐ *Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a).

     For appeals filed by the property owner and/or business owner/operator, or any individuals/ agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

   - ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

Applicant Copy
Office: Downtown
Application Invoice No: 92735

6800192735

City of Los Angeles
Department of City Planning

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit https://planning.lacity.gov/pdiscaseinfo/ and enter the Case Number.

Payment Info: $204.18 was paid on 12/21/2023 with receipt number 21122303A-D92C3D46-D305-4A9A-94FD-7BD3573AD363

Applicant: Michael Ortiz (Sunset Rampart Business District Neighbors)
Representative:
Project Address: 2511 W SUNSET BLVD, 90026

NOTES: Appeal of the entire action DIR-2023-2028-TOC-SPR-HCA by an aggrieved person(s), other than the applicant/owner, claiming to be aggrieved [Michael Ortiz, Sunset Rampart Business District Neighbors]

DIR-2023-2028-TOC-SPR-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	$166.00	100 %	$166.00
		Case Total	**$166.00**
		* Fees Subject to Surcharges	$166.00
		Fees Not Subject to Surcharges	$0.00
		Plan & Land Use Fees Total	$0.00
		Expediting Fee	$0.00
		Development Services Center Surcharge (3%)	$4.98
		City Planning Systems Development Surcharge (6%)	$9.96
		Operating Surcharge (7%)	$11.62
		General Plan Maintenance Surcharge (7%)	$11.62

* Fees Subject to Surcharges	$166.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$0.00
Expediting Fee	$0.00
Development Services Center Surcharge (3%)	$4.98
City Planning Systems Dev. Surcharge (6%)	$9.96
Operating Surcharge (7%)	$11.62
General Plan Maintenance Surcharge (7%)	$11.62
Grand Total	$204.18
Total Overpayment Amount	$0.00
Total Paid (amount must equal sum of all checks)	$204.18

Council District:
Plan Area:
Processed by NOAH MCCOY on 12/21/2023

Signature: _____

Michael Ortiz
2514 Sunset Blvd.
Los Angeles, Ca. 90026
December 20,2023

Reason for Appeal: The project is out of proportion with the surrounding neighborhood.

Specific points : This is a serious Safety hazard for the current and future occupants of the new project. There is currently limited parking in the neighborhood and traffic is very difficult to maneuver safely on that stretch of Sunset. Cars are traveling very fast on that curve of Sunset Blvd. We do not believe that there has been a serious study on the actual impact this project will cause to current neighbors or future tenants.
Honestly, who does this unsightly project benefit?
The other point of allowing such a tall building , based on such a few amount of affordable units does not justify the 5 stories in this neighborhood. This will only increase rents in the area and make people homeless than help the area .
We are not in agreement with the set back allowance that was shorten , this also creates a safety concern.
The fact that the limited open space has also been reduced is another thorn in this entire project. It seems like every allowance was granted without any real study. Only what monies it will bring in to the NY Company funding this. We are not New York and do not want to look like New York.

How are we aggrieved by this decision: The majority of the business in the immediate area are Minority owned businesses and some have been here for over 60 years. There has been no regard for their livelihood what so ever.

How the decision maker erred or abused this decision: We believe the decision maker did not do a complete study on the makeup and safety concerns of this particular neighborhood. It seems like too many allowances were granted without much of concern for safety and make ups of the surrounding area.

Thank you,
Sunset Rampart Business District & Neighbors
Michael Ortiz

Los Angeles Department of Water & Power

DWP Water & Power

P.O. Box 30808 • Los Angeles, CA 90030-0808

THIS IS YOUR BILL

ELECTRONIC SERVICE REQUESTED

11159 1 AV 0.471 11159 / 2747

MICHAEL A ORTIZ
2514 SUNSET BL

PO BOX 653 • MONTEREY PARK, CA 91754-0653

SoCalGas.

046.2 1545.29656.5246815 1 AV 0.471 oz 0.454

MICHAEL A ORTIZ
2514 W SUNSET BLVD
LOS ANGELES CA 90026-3904

Budget-friendly finance rates are available for residential and business energy-efficient improvements. Visit **socalgas.com/financing**

F – APPEAL NO. 2 (SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY)

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC)
- ☒ City Planning Commission (CPC)
- ☐ City Council
- ☐ Zoning Administrator (ZA)
- ☐ Director of Planning (DIR)

CASE INFORMATION

Case Number: DIR-2023-2028-TOC-SPRHCA, ENV-2023-2029-CE

Project Address: 2511, 2513, 2515, and 2517 West Sunset Boulevard

Final Date to Appeal: December 21, 2023

APPELLANT

For main entitlement cases, <u>except</u> for Building and Safety Appeals:

Check all that apply.

- ☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
- ☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

For Building and Safety Appeals <u>only</u>:

Check all that apply.

- ☐ Person claiming to be aggrieved by the determination made by **Building and Safety**[1]
- ☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

[1] Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 12.26 K, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2.

APPELLANT INFORMATION

Appellant Name: Supporters Alliance for Environmental Responsibility

Company/Organization: Lozeau Drury LLP (representing Appellant)

Mailing Address: 1123 Park View Drive, Suite 300

City: Covina **State:** CA **Zip Code:** 91724

Telephone: (510) 836-4200 **E-mail:** richard@lozeaudrury.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☒ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position? ☐ **YES** ☒ **NO**

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): Marjan R. Abubo

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison St., Suite 150

City: Oakland **State:** CA **Zip Code:** 94612

Telephone: (510) 836-4200 **E-mail:** marjan@lozeaudrury.com

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☐ **Entire** ☒ **Part**

Are specific Conditions of Approval being appealed? ☒ **YES** ☐ **NO**

If Yes, list the Condition Number(s) here: All conditions except TOC/Density Bonus Compliance Review Determination

On a separate sheet provide the following:

☐ Reason(s) for the appeal

☐ Specific points at issue

☐ How you are aggrieved by the decision

☐ How the decision-maker erred or abused their decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: _____ **Date:** 12/20/2023

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date :** _____

☐ Determination authority notified ☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our Online Application System (OAS).

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1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

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3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

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  See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

SPECIFIC CASE TYPES
ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

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Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g).

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- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEAL

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 12.26 K.1.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

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2. Noticing Requirement

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Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 12.26 K.6. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

   ☐ *Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a).

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.7. Appellants for BSAs are considered Original Original Applicants.

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Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

   ☐ *Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a).

   For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

   ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

Applicant Copy
Office: Downtown
Application Invoice No: 92733

6800192733

City of Los Angeles
Department of City Planning

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit https://planning.lacity.gov/pdiscaseinfo/ and enter the Case Number.

Payment Info: $204.18 was paid on 12/21/2023 with receipt number 211223O39-1A9328A9-269F-43F7-AFF4-733851D2D51F

Applicant: Richard Drury (Lozeau Drury LLP)
Representative:
Project Address: 2511 W SUNSET BLVD, 90026

NOTES: Appeal of the entire action DIR-2023-2028-TOC-SPR-HCA by an aggrieved person(s), other than the applicant/owner, claiming to be aggrieved. [Richard Drury, Supporters Alliance for Environmental Responsibility]

DIR-2023-2028-TOC-SPR-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	$166.00	100 %	$166.00
		Case Total	**$166.00**
		* Fees Subject to Surcharges	$166.00
		Fees Not Subject to Surcharges	$0.00
		Plan & Land Use Fees Total	$0.00
		Expediting Fee	$0.00
		Development Services Center Surcharge (3%)	$4.98
		City Planning Systems Development Surcharge (6%)	$9.96
		Operating Surcharge (7%)	$11.62
		General Plan Maintenance Surcharge (7%)	$11.62

* Fees Subject to Surcharges	$166.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$0.00
Expediting Fee	$0.00
Development Services Center Surcharge (3%)	$4.98
City Planning Systems Dev. Surcharge (6%)	$9.96
Operating Surcharge (7%)	$11.62
General Plan Maintenance Surcharge (7%)	$11.62
Grand Total	$204.18
Total Overpayment Amount	$0.00
Total Paid (amount must equal sum of all checks)	$204.18

Council District:
Plan Area:
Processed by NOAH MCCOY on 12/21/2023

Signature: _____

Justification/Reason for Appeal

2511 West Sunset Boulevard Project

DIR-2023-2028-TOC-SPRHCA, ENV-2023-2029-CE

I. REASON FOR THE APPEAL

Supporters Alliance for Environmental Responsibility ("SAFER") appeals the approval by the Director of City Planning of the Site Plan Review entitlements for the 2511 West Sunset Boulevard Project (DIR-2023-2028-TOC-SPRHCA, ENV-2023-2029-CE). The Site Plan Review approvals are invalid because they are based on incorrect findings. Specifically, the Planning Director's finding that the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15332 of the CEQA Guidelines ("Infill Exemption") is incorrect.

II. SPECIFICALLY THE POINTS AT ISSUE

Specifically, the Planning Director's finding that the Project is exempt from CEQA pursuant to Section 15332 of the CEQA Guidelines is in error because the terms of the Exemption do not apply to this Project, and provided the implementation of mitigation measures to this Project.

Because the Infill Exemption prepared for the Project fails to comply with CEQA, the Planning Director's approval of the Project's Site Plan Review entitlements is invalid. Proper CEQA review must be complete *before* the City approves the Project's entitlements (*Orinda Ass'n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 ["No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved"]. Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.

Because the Project does not qualify for an infill exemption, the Planning Director's Project approvals are based upon incorrect findings. The City must fully comply with CEQA prior to any approvals in furtherance of the Project. Since the Project is not exempt from CEQA, the City must prepare an initial study and determine the appropriate level of review required under CEQA prior to *any approvals* in furtherance of the Project.

III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant, SAFER, live and/or work in the vicinity of the proposed Project. They breathe the air, suffer noise impacts, and will suffer other environmental impacts of the Project unless those impacts are properly mitigated.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Director of City Planning approved the Site Plan Review (DIR-2023-2028-TOC-SPRHCA) and approved an Infill Exemption for the Project, despite a lack of substantial evidence that the Project meets the terms of the Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project. The City is not permitted to approve the Project's entitlements until proper CEQA review has been completed.

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

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VIA E-MAIL

April 29, 2024

Los Angeles City Planning Commission
Los Angeles City Council Chambers
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RE: City of Los Angeles, 2511 West Sunset Boulevard Mixed-Use Project [DIR-2023-2028-TOC-SPR-HCA-1A]

Dear Erick Morales,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), my Office is submitting these comments to the City of Los Angeles ("**City**") on the December 6, 2023 Director determination regarding the 2511 West Sunset Boulevard Mixed-Use Project ("**Project**"), which was appealed and is set for hearing before the City Planning Commission on May 9, 2024.

The Western Carpenters is a labor union representing 90,000 union carpenters in twelve states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects. Individual members of the Western Carpenters live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Western States Regional Council of Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see Bakersfield Citizens for Local Control v. Bakersfield (2004) 124 Cal.App.4th 1184, 1199-1203; see also Galante Vineyards v. Monterey Water Dist. (1997) 60 Cal.App.4th 1109, 1121.

Moreover, the Western Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California

Environmental Quality Act (CEQA) (Pub. Res. Code, § 21000 et seq.), and the California Planning and Zoning Law ("Planning and Zoning Law") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

The Western Carpenters recommend that the City adopt additional requirements to mitigate public health risks from the Project's construction activities. Western Carpenters requests that the City require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

In particular, based upon the Western Carpenters' experience with safe construction site work practices, Western Carpenters recommends that the City require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.

- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.

- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.

- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]

- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.

- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.

- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health

Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

The Western Carpenters have also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[7]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE PROJECT APPROVAL WAS IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

The California Environmental Quality Act is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations ("**CEQA Guidelines**"), § 15002, subd. (a)(1).[8] At its core, its purpose is to "inform the public and its responsible officials of

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[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[7] For details concerning Southwest Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 et seq., are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code, § 21083. The CEQA Guidelines are

the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

1. Background Concerning Environmental Impact Reports

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Comes* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Assn.*, 47 Cal.3d at p. 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines, § 15002, subd. (a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in Public Resources Code section 21081. See CEQA Guidelines, § 15092, subds. (b)(2)(A)-(B).

While the courts review an EIR using an 'abuse of discretion' standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights Improvement Assn.*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Id.* Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the court stated in *Berkeley Jets*, prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process. 91 Cal.App.4th at p. 1355 (internal quotations omitted).

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given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the "fair argument" standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1602; *Friends of "B" St.* v. *City of Hayward* (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that "may have a significant effect on the environment." PRC, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75; accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884. Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. PRC, §§ 21100 (a), 21151; CEQA Guidelines, § 15064 (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 785. In such a situation, the agency must adopt a negative declaration. PRC, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063 (b)(2), 15064(f)(3).

"Significant effect upon the environment" is defined as "a substantial or potentially substantial adverse change in the environment." PRC, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, Inc.*, 13 Cal.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309. If

any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063(b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a "low threshold" for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom*, 202 Cal.App.3d at p. 310. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen,* 23 Cal.App.5th at p. 886; *Clews Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal.App.3d 491; *Friends of "B" St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064(f)(1).

2. Background Concerning CEQA Exemptions

Where a lead agency chooses to dispose of CEQA by asserting a CEQA exemption, it has a duty to support its CEQA exemption findings by substantial evidence, including evidence that there are no applicable exceptions to exemptions. This duty is imposed by CEQA and related case law. CEQA Guidelines, § 15020 (The lead agency shall not knowingly release a deficient document hoping that public comments will correct the defects.); see *Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Agriculture Assn.* (2015) 242 Cal.App.4th 555, 568 (The lead agency has the burden of demonstrating that a project falls within a categorical exemption and must support the determination with substantial evidence.); accord *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720, 732 (The Lead agency is required to consider exemption exceptions where there is evidence in the record that the project might have a significant impact.)

The duty to support CEQA and exemption findings with substantial evidence is also required by the Code of Civil Procedure ("**CCP**") and case law on administrative or traditional writs. Under the CCP, an abuse of discretion is established if the decision is unsupported by the findings, or the findings are unsupported by the evidence. CCP,

§ 1094.5(b). In *Topanga Assn. for a Scenic Community v. County of Los Angeles*, our Supreme Court held that implicit in CCP section 1094.5 is a requirement that the agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order. (1977) 11 Cal.3d 506, 515 (internal citations and quotations omitted). The lead agency's findings may be determined to be sufficient if a court has no trouble under the circumstances discerning the analytic route the administrative agency traveled from evidence to action. *West Chandler Blvd. Neighborhood Assn. vs. City of Los Angeles* (2011) 198 Cal.App.4th 1506, 1521-1522 (internal citations and quotations omitted). However, "mere conclusory findings without reference to the record are inadequate." *Id.* at p. 1521 (finding city council findings conclusory, violating *Topanga Assn. for a Scenic Comm.*).

Further, CEQA exemptions must be narrowly construed to accomplish CEQA's environmental objectives. *Cal. Farm Bureau Federation v. Cal. Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 187; accord *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697 ("These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review.")

Finally, CEQA procedures reflect a preference for resolving doubts in favor of environmental review. See Pub. Res. Code, § 21080(c) (an EIR may be disposed of only if there is no substantial evidence, in light of the entire record before the lead agency, that the project may have a significant effect on the environment or revisions in the project); CEQA Guidelines §§ 15061(b)(3) (common sense exemption only where it can be seen *with certainty*); 15063(b)(1) (prepare an EIR if the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial]; 15064, subd. (h) (the agency must consider cumulative impacts of past, current, and probable future projects); 15070 (a negative declaration may be prepared only if there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment, or project revisions would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and there is no substantial evidence, in light of the whole record, that the project as revised may have a significant effect on the environment); *No Oil, Inc., supra,* 13 Cal.3d

at p. 83-84 (significant impacts are to be interpreted so as to afford the fullest possible protection).

B. The Project Would be Approved in Violation of CEQA as the Project is Not Eligible for a CEQA Exemption

The Project should not be approved because it violates CEQA and does not qualify for the Class 32 CEQA exemption the City invoked under Guidelines § 15332.

To qualify for a Class 32 exemption, there must be substantial evidence that:

> (a) The project is consistent with the applicable general plan designation and *all* applicable general plan policies *as well as* with applicable zoning designation and regulations;
>
> ….
>
> (c) The project site has no value as habitat for endangered, rare or threatened species;
>
> (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(Guidelines § 15332, emph. added.)

In addition, Guidelines § 15300.2(b), (c), and (f), respectively, exclude categorical exemptions, where, as here, the project may have "cumulative impacts", significant effect due to "unusual circumstances", and impacts to "historical resources." (*California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 185 ["The lead agency has the burden to demonstrate such substantial evidence."].) Arguments or speculation is not substantial evidence. (Guidelines § 15384.) As our Supreme Court held, "an activity that may have a significant effect on the environment cannot be categorically exempt." (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 124.)

CEQA exemptions must be narrowly construed. (*California Farm*, *supra*, at 187; *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697 ["These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review."])

1. The Project May Have Significant Traffic Impacts

The City has failed to support its finding that the Project will not have significant impacts on traffic. While the City contends that a traffic assessment was performed and that LADOT provided an approval letter, the City ***failed to include the appendix*** in the Categorical Exemption Findings ("**Exhibit D**"). As such, the public cannot analyze the sufficiency of assessment performed. Indeed, the City has a burden to provide substantial evidence, which must be based upon facts, reasonable assumptions based on facts and expert opinion, rather than the City's mere speculation, to support its findings. CEQA Guidelines § 15384(a); *Save Our Big Trees v. City of Santa Cruz* (2015) 241 Cal. App. 4th 694, 711 (citing *Muzzy Ranch Co. v. Solano County Airport Land Use Com.* (2007) 41 Cal. 4th 372, 386).

As the City has neglected to include the traffic assessment documents, the City has failed to support its finding with substantial evidence.

2. The Project May Have Significant Noise Impacts

There is substantial evidence that the Project will have significant noise impacts. For example, although the Appendix B Noise Technical Report finds that construction activities would result in short-term and temporary noise impacts to nearby noise sensitive receptors, the Report relies on compliance with the City's Noise Ordinance and standards established in the local general plan to ensure noise levels are below the significance threshold. (See, Appendix B Noise Technical Report, Executive Summary.) There is no evidence that such regulatory compliance will in fact reduce the Project's impacts on noise.

There is additional concerns surrounding the Project's operational noise, as the Categorical Exemption Findings fail to determine whether the Project's various stationary noise sources, such as air conditioning systems and ventilation, would cause a greater than 5 dB increase in the ambient noise level. (Exhibit D, p. 23). Rather, the City again relies solely on compliance with the municipal code to support a finding of no significant impact.

It is well established that "[c]ompliance with the law is not enough to support a finding of no significant impact under . . . CEQA." (*Californians for Alternatives to Toxics v. Department of Food & Agriculture* (2005) 136 Cal.App.4th 1, 15–17 [finding that a lead agency "abused its discretion by relying on DPR's regulatory scheme as a substitute for performing its own evaluation of the environmental impacts of using pesticides."].) Also, bare conclusions or opinions of the agency are not sufficient to satisfy an agency's

obligation under CEQA to adequately support CEQA determinations. (*Laurel Heights Improvement Assn, supra,* 47 Cal.3d at 403–404.)

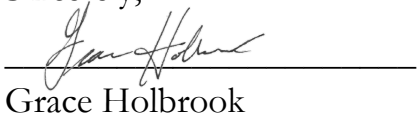
Further, a determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a project-specific analysis of potential impacts and the actual effect of regulatory compliance. (*Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal.App.4th 1; *see also, Ebbetts Pass Forest Watch v Department of Forestry & Fire Protection* (2008) 43 Cal.App.4th 936, 956 [fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project]; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309 ["Having no "relevant data" pointing to a solution of the sludge disposal problem, the County evaded its duty to engage in a comprehensive environmental review by approving the use permit subject to a condition requiring future regulatory compliance. [Cit. omit.])"; *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [regulatory compliance may be inadequate to mitigate impacts for CEQA purposes, as it focuses on the project's envelope and not the environment].)

In sum, the City's finding of no significant noise impacts is inaccurate and unsupported.

IV. CONCLUSION

In accordance with the above, WSRCC requests that the City require a local and trained workforce, impose training requirements for the project's construction activities to prevent community spread of COVID-19 and other infectious diseases. WSRCC further requests the City find that the Project is not exempt from CEQA under the Class 32 exemption as the Project may cause significant traffic and noise impacts. Should the City have any questions, please feel free to reach out to our office.

Sincerely,



Grace Holbrook
Attorneys for Western States
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C); and

Categorical Exemption Findings for 2511 Sunset Mixed-Use Project (Exhibit D).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul E. Rosenfeld, PhD
(310) 795-2335
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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
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Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

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					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

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					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

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	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

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	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 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	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 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	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

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	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

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	236.4115					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	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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	236.4115					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	**236.5923**	**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**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

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	236.4115					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	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

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	236.4115					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	**236.5923**	**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**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

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	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

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					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

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	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

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	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

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					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

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	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

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	236.4115					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	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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	236.4115					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	**236.5923**	**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**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	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	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

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	236.4115					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	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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	236.4115					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	**236.5923**	**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**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
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Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

CATEGORICAL EXEMPTION

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

Prepared for:

City of Los Angeles Department of City Planning
200 N Spring Street, Room 621
Los Angeles CA 90012

Prepared by:

Westlake Village Office
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Meridian Consultants

Los Angeles Office
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

DECEMBER 2023

TABLE OF CONTENTS

List of Tables

List of Figures

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the review of projects that involve the exercise of discretionary powers by a public agency and that could result in a physical change in the environment. Section 15061 of the CEQA guidelines provides that once a lead agency has determined that a project is subject to CEQA, it shall next determine if that project may be exempt from CEQA.

Public Resources Code Section 21084 provides that the CEQA Guidelines shall include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA. Article 19 of the CEQA Guidelines (Sections 15300 to 15333) sets forth the list of exemption classes. Class 32, described in Section 15332 of the CEQA Guidelines, consists of in-fill development projects meeting the following criteria:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

A project that meets these criteria for an exemption may still be subject to CEQA if one of the following exceptions, as set forth in CEQA Guidelines Section 15300.2, applies:

- Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - these classes are considered to not apply where the project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

PROJECT DESCRIPTION

This document analyzes the 2511 Sunset Boulevard multifamily residential project (the Project. Identified by the City of Los Angeles Department of City Planning as DIR-2023-2028-TOC-SPR-HCA) and concludes that the Project (1) meets the eligibility criteria for the Class 32 exemption and (2) is not barred from using the exemption by any of the exceptions set forth in CEQA Guideline Section 15300.2.

Project Location

The Project Site is located at 2511 Sunset Boulevard in the Silver Lake neighborhood of the City of Los Angeles, as shown in **Figure 1: Project Location**. The site occupies the northwest corner of Sunset Boulevard and Coronado Street.

Existing Site Conditions

The Project site consists of four lots that together are Assessor Parcel Numbers (APN) 5402-015-004, 5402-015-005, 5402-015-006, and 5402-015-007. The site is approximately 27,055 square feet (sf) (0.62 acres) in size. The site is currently occupied by 6,681.5-square-feet of commercial space including a 4,336 square foot market & liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The balance of the site is paved surface parking.

Land Use Designation and Zoning

The Project site is located in the Echo Park neighborhood, within the Silver Lake-Echo Park-Elysian Valley Community Plan area and is designated for Community Commercial land uses, as shown in **Figure 2: Community Plan Map**. Consistent with this land use designation, the Project site is zoned [Q]C2-1VL. The C2 is a commercial zone that also allows for multifamily-residential uses at the density of 400 square feet of lot area per apartment.[1] The 1VL height district limits building height to 45 feet and 3 stories with a maximum floor-area ratio (FAR) of 1.5, though residential buildings are limited by height and not to stories. The existing Q condition establishes specific design, parking, access and use limitations.

Surrounding Land Uses

The Project is located in an urbanized area, as shown in **Figure 1** below. The vicinity of the Project site contains mixed-use, and commercial uses along Sunset Boulevard and single-family residential neighborhoods to the north and south. Less than 1/2 mile north of the Project site is the Mayberry Street Elementary School and less than to 1/2 mile east of the Project site is the Sandra Cisneros Learning Academy.

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[1] Department Of City Planning Generalized Summary Of Zoning Regulations, Updated March 2020; https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf

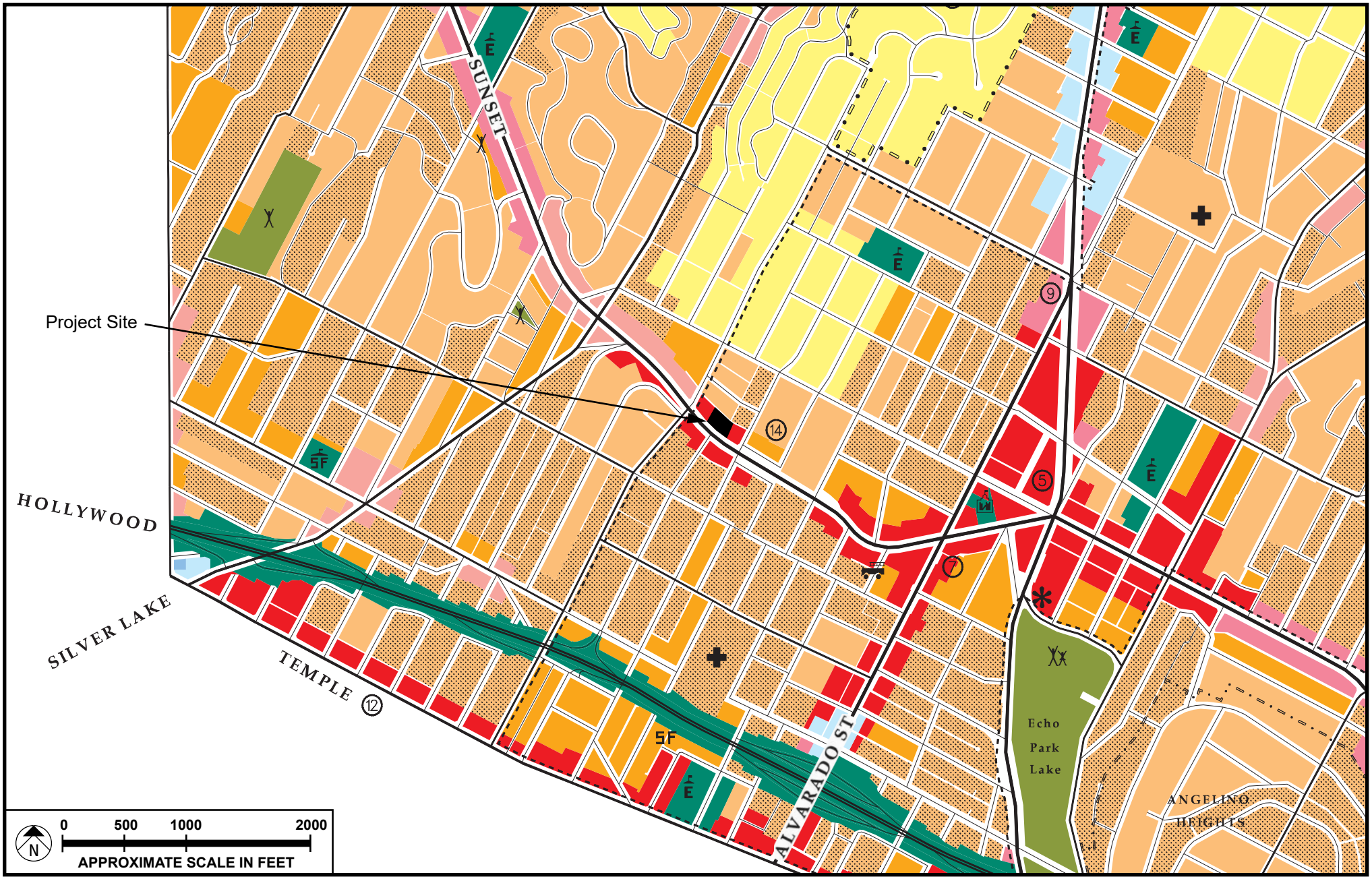
SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22



SOURCE: General Plan Land Use Map, City of Los Angeles - June 2013

FIGURE **2**

Meridian Consultants

Community Plan Map

330-002-22

Development Program

The Project would construct a new 5-story mixed-use building totaling approximately 89,719 square feet of floor area. The building would feature 5 floors of residential units with a height of approximately 79 feet. 2 subterranean parking levels would contain 79 vehicle parking spaces and 98 bicycle parking spaces. There will be a total of 121 units, anticipated to include 73 studio, 36 one-bedrooms and 12 two-bedrooms. A total of 9,418 square feet of open space, comprised of a courtyard, recreational rooms, and roof area, will be included. Additionally, the lot will include 3,603 square feet of ground floor commercial space.

The ground level is shown in **Figure 3: Ground Level Plan**; the upper levels are shown in **Figure 4 a-f: Upper Level Plans**.

Construction

The Project would be built over a 24-month period and is expected to be completed by March 2026. Prior to development, all existing uses and structures on site would be demolished and removed.

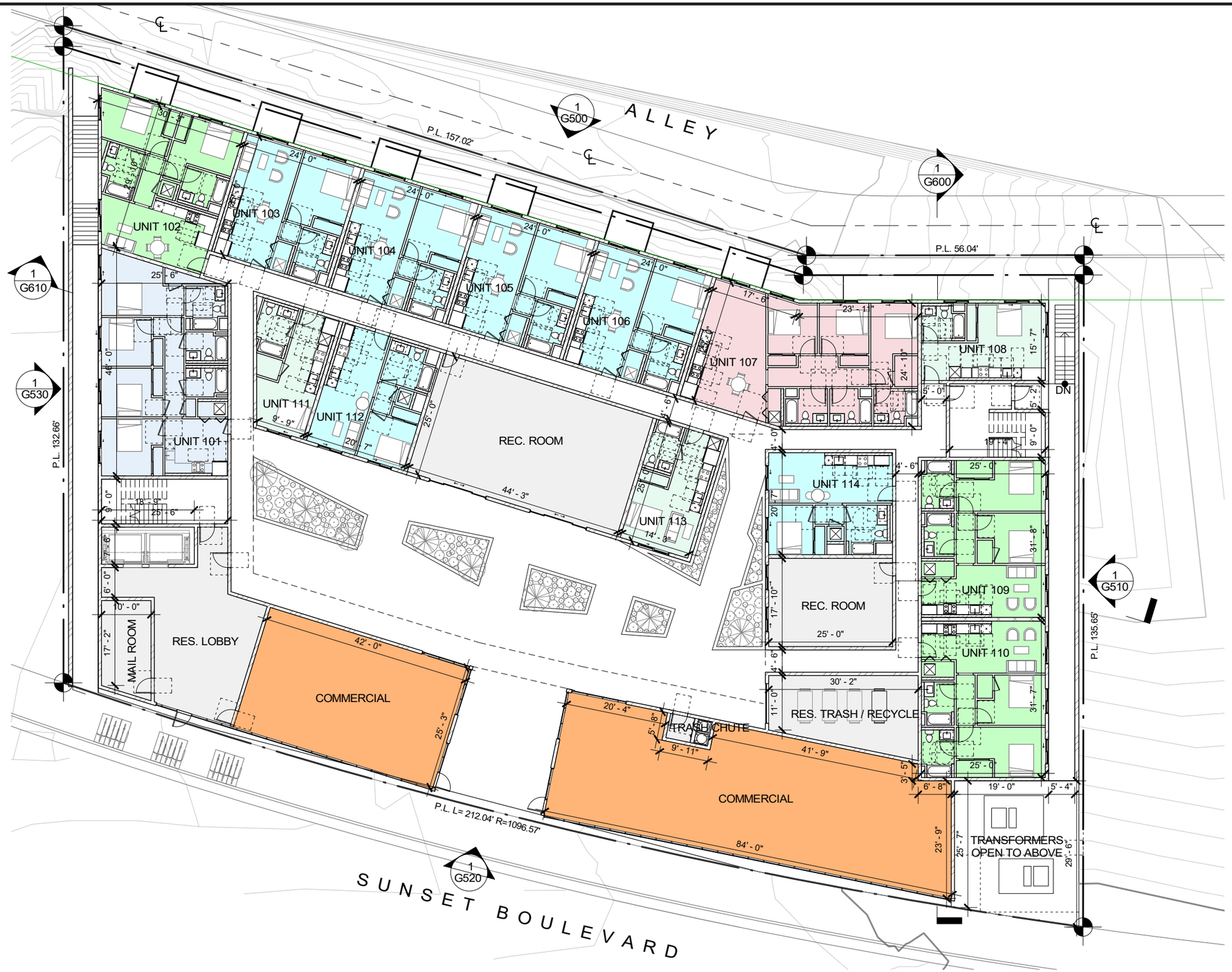
Access and Transit

The Project site fronts on Sunset Boulevard, which is a designated Avenue I that travels in the east-west direction and consist of two to three lanes in each direction with a left-turn median as well as curbside parking and Class II bicycle lanes in each direction. Nearby roadways include North Coronado Street to the east, North Benton Way to the northwest, and Elsinore Street to the north, as well as Silver Lake Boulevard to the west and North Alvarado Street to the southeast. US Route 101 is located four blocks south of the Project site.

Public transit is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), including the 2 and 4 bus lines along W Sunset Boulevard and N Benton Way. Bus lines 2, 4, and 603 run along W Sunset Boulevard and N Coronado St. These bus lines all have stops within a quarter mile of the Project site.

Approval Actions

The Applicant is utilizing TOC incentives pursuant to LAMC Section 12.22.A.31, as implemented by the TOC Guidelines. The Project would request the following TOC base incentives: to increase density by approximately 70 percent, allow for a Project FAR of approximately 3.32:1 (3.75:1 permitted). Additionally, under AB 2097, the project is not required to provide a minimum number of required automobile parking spaces. The Project requests three additional incentives, pursuant to LAMC Section 12.22.A.31 and the TOC Guidelines to: Utilize RAS3 side and rear yard requirements in lieu of the yard requirements described in LAMC Sections 12.14.C and 12.11.C; Increased height of 22 feet and two stories in lieu of otherwise applicable height requirements; and reduce the required open space by up to 25 percent, in lieu of the open space requirements described in LAMC Section 12.21.G. The Project would also be subject to Site Plan Review, pursuant to LAMC Section 16.05.C and would require a hillside haul route approval pursuant to LAMC Section 91.7006.7.5.



SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **3**

Meridian Consultants

Ground Level Plan

330-002-22

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4a**

Meridian Consultants

Second Level Plan

330-002-22

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4b**

Meridian Consultants

Third Level Plan

330-002-22

FOURTH LEVEL PLAN 1

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4c**

Meridian Consultants

Fourth Level Plan

330-002-22

FIFTH LEVEL PLAN 1

SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4d**

Meridian Consultants

Fifth Level Plan

330-002-22

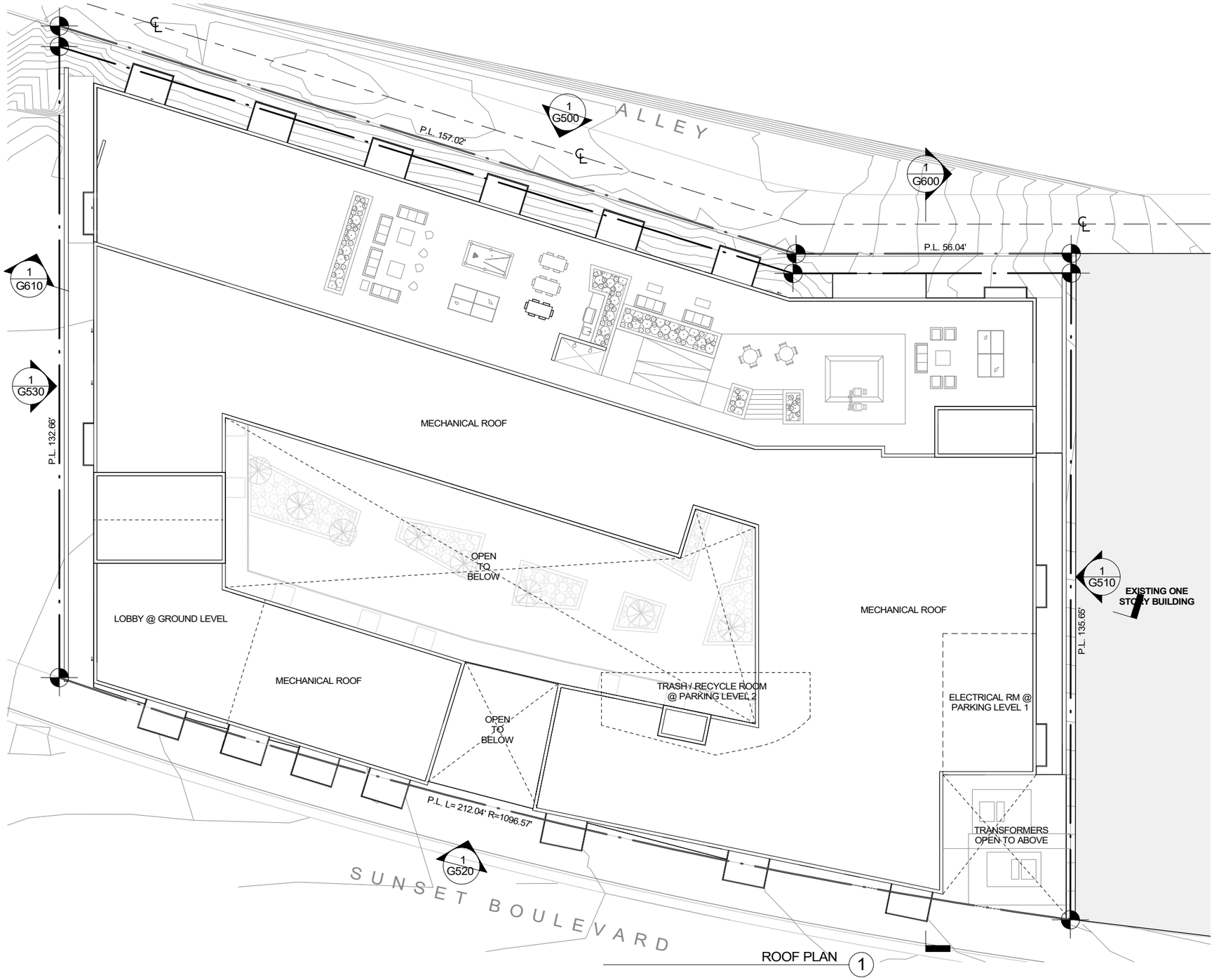
SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4e**

Meridian Consultants

Sixth Level Plan

330-002-22



SOURCE: PATRICK TIGHE ARCHITECTURE – 2022

FIGURE **4f**

Meridian Consultants

Roof Plan

330-002-22

CONSISTENCY WITH CLASS 32 EXEMPTION CRITERIA

As discussed below, the Project meets all of the criteria for the Class 32 exemption.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Land Use Element of the General Plan of the City of Los Angeles consists of a Framework Element and 35 Community Plans. The Framework Element contains a Long-Range land Use Diagram that depicts the Project site as within a Mixed Use Boulevard which are intended to be generally characterized by up to 3- to 6-story mixed use buildings. The Project is a 5-story mixed-use building and therefore is consistent with the long-range land use envisioned in the Framework Element. The Project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan area, which designates the site as Community Commercial, within which the proposed project is a consistent use, as footnote 13 on the Community Plan Land Use Map states that mixed use development with residential over ground floor commercial is encouraged in this designation. The Project's consistency with the Community Plan objectives and policies is addressed on the following page in Table 1: Consistency with Silver Lake-Echo Park-Elysian Valley Community Plan. As shown in Table 1, the Project would be consistent with the applicable policies of the Silver Lake-Echo Park-Elysian Valley Community Plan.

The Community Plan states that its goals, objectives, policies, and programs were created to meet the needs of the community through the year 2010. The Community Plan was adopted in 2004. At the time the forecasted 2010 population of the Community Plan area was 81,950 and the estimated potential plan capacity was 94,900 residents. However, the City has reported that the population of the Community Plan area only reached 70,088 in 2010 and has declined to 67,387 by 2021.[2] The current estimated population for the entire City is approximately 3,973,278 people.[3] SCAG has forecast that City will grow to a population of 4,771,300 by 2045, an increase of close to 800,000.[4] As such, the Project does not represent a substantial increase in the population of the Community Plan area or the City and is within the SCAG projections for population growth. The Project would provide 121 housing units which could accommodate up to 288 people at the average household size for renter occupied units in the Community Plan area.

2 City of Los Angeles Department of City Planning Demographics Unit, Silver Lake - Echo Park - Elysian Valley Demographic 11Profile, January 25, 2023

3 City of Los Angeles, Department of City Planning Demographics Unit, 2020 Citywide Demographic Profile.

4 SCAG, Technical Reports, Demographics and Growth Forecast, https://scag.ca.gov/read-plan-adopted-final-plan. Accessed August 2022.

TABLE 1 CONSISTENCY WITH SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN	
Policy	**Project Consistency**
1-1.1 Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.	**Consistent.** The Project would increase the supply of housing in the community by providing 121 multifamily residential dwelling units, including 13 extremely low-income affordable units.
1-1.2 Improve the quality of existing single family and multiple family housing throughout the Plan Area.	**Not Applicable.** The Project would not involve or effect existing housing.
1-1.3 Protect existing single family residential neighborhoods from new out-of-scale development.	**Consistent.** The Project is located along Sunset Boulevard, outside of single-family residential neighborhoods.
1-1.4 Encourage new infill residential development that complements existing development and architectural style.	**Consistent.** The Project is an infill development along Sunset Boulevard that has been designed to complement the general character of the boulevard.
1-1.5 Protect existing stable single family and low-density multiple family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	**Consistent.** The Project is located along Sunset Boulevard, outside of existing low-density residential neighborhoods.
1-1.6 Promote the preservation of existing single and multiple family neighborhoods.	**Consistent.** The Project is located along Sunset Boulevard, outside of single-family residential neighborhoods.
1-1.7 Promote the unique quality and functionality of the Community Plan Area's mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development.	**Consistent.** The Project is an infill development that replaced aging commercial uses and offers a variety of housing opportunities with a new architectural design.
1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.	**Consistent.** The Project is located along Sunset Boulevard and is served by existing bus routes and utilities and works with the existing topography.
1-2.2 Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.	**Consistent.** The Project is a multi-family, mixed use development located along Sunset Boulevard in a commercially zoned area.
1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	**Consistent.** The Project would be oriented toward Sunset Boulevard and would be separated from the existing adjacent residential neighborhood by an alley.

1-3.2 Preserve existing views in hillside areas.	**Not Applicable.** The Project is not located in a hillside area.
1-3.3 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on services and public facilities and impacts on traffic levels when changes in residential densities are proposed.	**Consistent.** The listed factors have been considered for the Project. Previously the consistency of the Project with the land use type and intensity expressed in the City's General Plan was identified. Impacts on services, public facilities and traffic levels are discussed later in this document,
1-4.1 Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Project would increase the supply of housing in the community by providing 121 multifamily residential dwelling units, including 13 extremely low-income affordable units.
1-4.2 Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability (see Figures 1, 2, and 3).	**Consistent.** The Project is a mixed-use housing project in a pedestrian oriented area.
1-4.3 Ensure that new housing developments minimize displacement of low-income residents.	**Consistent.** The Project would not displace any existing residents or housing units.
1-4.4 Increase home ownership options by providing opportunities for development of townhouses, condominiums and similar types of housing.	**Not Applicable.** The Project would provide rental housing options.
1-5.1 Protect and enhance the historic and architectural legacy of the Plan area's neighborhoods.	**Consistent.** The Project is located outside of the historic and architectural neighborhoods within the Plan area.
1-5.2 Encourage reuse of historic resources in a manner that maintains and enhances the historic character of structures and neighborhoods.	**Not Applicable.** The Project site does not contain any historic resources.
1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan area and surrounding areas.	**Consistent**. The Project has been evaluated according the LADOT standards and found to be adequately served by the existing circulation system.
1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.	**Not Applicable.** The Project is not located in a hillside area.
1-6.3 Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.	**Not Applicable.** The Project is not located in a hillside area.
1-6.4 Ensure that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.

2-1.1 New commercial uses shall be located in established commercial areas, emphasizing more intense and efficient use of existing commercial land, ultimately contributing to and enhancing the existing urban form and village atmosphere.	**Consistent.** The Project would replace the existing commercial uses with a mixed-use development that would more intensely and efficiently utilize the site while enhancing the pedestrian environment of Sunset Boulevard.
2-2.1 Preserve existing pedestrian-oriented areas.	**Consistent.** The Project would improve the pedestrian facilities along the street frontage of the site.
2-2.2 New developments in pedestrian-oriented areas should add to and enhance existing pedestrian street activity.	**Consistent.** The Project would improve the pedestrian facilities along the street frontage of the site and provide new uses that would stimulate greater street activity.
2-2.3 The first-floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.	**Consistent.** The Project would include commercial uses on the street front frontage of the site.
2-3.1 Proposed developments should be designed to enhance and be compatible with existing adjacent development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-3.2 Support efforts to obtain Main Street grant or other funding to enhance and supplement planned improvements of Glendale Boulevard south of the Glendale Freeways part of the Glendale Boulevard Corridor Improvement Project and Glendale Freeway Terminus project, as approved by DOT and Caltrans.	**Not Applicable.** The Project is not located in the area specified.
2-3.3 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial-related products in front of commercial developments exposed to the street.	**Not Applicable.** The Project does not include the uses specified.
2-3.4 Preserve community character, scale and architectural diversity.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-3.5 Landscaped corridors should be created and enhanced through the planting of street trees along street segments with no building setbacks and through median plantings.	**Consistent.** The Project would include new street trees along the street front frontage of the site.
2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.
2-4.2 Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.	**Consistent.** The Project has been designed in accordance with the applicable zoning standards and with the context of this portion of Sunset Boulevard.

2-4.3 Implement development standards that promote commercial development at a scale commensurate with their designation as Neighborhood, General or Community Center commercial and that is compatible with adjacent, primarily residential uses.	**Consistent.** The Project would include commercial uses integrated into the residential structure at a scale that is appropriate to serve the proposed residential uses of the project and the existing surrounding residential uses.

Consistent with its land use designation, the Project site is zoned [Q]C2-1VL. The C2 zone allows for mixed-use residential structures such as the Project. The height district limitation of 1VL limit the intensity allowed on the site; however, the Project would utilize the City's Transit Oriented Communities (TOC) incentives provided by the zoning code, which provide for an increase in FAR and additional incentives including increased height, setback relief and open space reduction for projects, such as this one, that include a specified amount of affordable housing within walking distance of transit stops. Under AB 2097, the project is not required to provide a minimum number of required automobile parking spaces.

Based on the above, the Project would meet this criterion of the Class 32 Exemption.

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

The Project site is approximately 0.62 acres in size and is located in a developed area of the City of Los Angeles. The Project site is surrounded by dense, developed urban uses. Therefore, the Project satisfies this criterion of the Class 32 Exemption.

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

The Project would develop a site previously developed with commercial uses, including a small market, parking lot and recycling center. Other than minimum decorative landscaping, the Project site is completely impervious. The Project site does not contain any critical habitat, including wetlands, nor is it known to support 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 Wildlife or US Fish and Wildlife Service. The Project site is not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.[5] There are no trees or shrubs on the Project site that would be considered protected native within the City of Los Angeles Native Tree Protection Ordinance. In addition, due to the urbanized surroundings, there are no wildlife corridors through or native wildlife nursery sites on the Project site. As such, the Project site has no value as a habitat for endangered, rare, or threatened species. Therefore, the Project satisfies this criterion of the Class 32 Exemption.

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5 California Department of Fish and Wildlife, National Community Conservation Planning (NCCP) Plan Summaries, accessed January 2023, https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans.

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

Traffic

The Los Angeles Department of Transportation (LADOT) has established significance criteria for traffic impacts. Applicable thresholds include whether the Project would (1) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; (2) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1); or (3) substantially increase hazards due to a geometric design feature or incompatible uses. A Technical Assessment was prepared in accordance with the requirements of LADOT to analyze and evaluate potential traffic impacts. The Technical Assessment and the LADOT review and approval letter are included as **Appendix A** to these findings.

With the development of the Project, Sunset Boulevard along the Project frontage would provide improved pedestrian safety and landscaping that would provide for a comfortable pedestrian network, improving connections to the Project, transit facilities, and other pedestrian attractors in the area. The Project would also reduce the curb cuts along Sunset Boulevard and provide vehicular access on the Coronado Alley, reducing the number of conflict points between vehicles and pedestrians/bicyclists. In addition, the Project would provide an approximate four-foot dedication on the Coronado Alley north of the Project site to meet the Mobility Plan standard for the alley.

The Project is located within walking distance of local and rapid bus routes. The Project would not remove or obstruct any existing roadway, bicycle infrastructure, pedestrian facility, or transit. The Project would not prevent future installation of bicycle facilities on Sunset Boulevard. Vehicle and bicycle parking would be provided as required by code.

Based on the above, the Project would not conflict with programs, plans, ordinances, or policies addressing the circulation system.

CEQA Guidelines section 15064.3 identifies vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. The LA DOT has developed a VMT Calculator to estimate project-specific daily VMT for developments within City limits. Based on the land use type and density, the VMT Calculator estimates that the Project would generate an average household VMT per capita of 5.3 which is less than the LADOT impact threshold of 7.2 for a project within the East Los Angeles Area Planning Commission. Therefore, the Project would not result in a significant VMT impact and would not conflict or be inconsistent with CEQA Guidelines section 15064.3.

The Project site fronts on West Sunset Boulevard and would not alter the geometric design of the existing street. Pedestrian and vehicular access points are separated to avoid conflict. The Project would prepare a construction management plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrian and transit users. No unusual or incompatible elements or uses are

proposed that would create impediments or hazardous to vehicular or pedestrian movement. As such, the Project would not substantially increase hazards.

Based on the above, traffic effects of the Project would not be significant, and the Project satisfies this criterion of the Class 32 Exemption.

Noise

The following section summarizes and incorporates by reference information from the Noise Study that was conducted for this Project; the findings are included as **Appendix B** of this Categorical Exemption.

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and ground borne vibration if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generation of excessive ground borne vibration or ground borne noise levels?

Appendix G of the State CEQA Guidelines also includes:

- For a project located within the vicinity of a private airstrip or 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?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

A Project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly Leq) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly Leq) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly Leq) at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Noise sensitive uses are defined as such uses as residences, schools, libraries, churches and medical facilities[6]. There are residential neighborhoods north and south of the Project that constitute the nearest noise sensitive uses. Specifically, the nearest would be the residences between the alley on the north side of the Project site and Elsinore Street. Short-term sound monitoring was conducted at seven (7) locations selected to represent the nearest sensitive receptor in each direction. The distance from the site range from 15 feet to 225 feet in order to measure the ambient sound environment at different noise sensitive uses in the Project vicinity.[7] To be represent the time of day when peak construction and operation of the Project could occur, measurements were taken over 15-minute intervals at each location between the hours of 9:14 AM and 11:20 AM on Wednesday January 11, 2023, and provided in Appendix B. As detailed in Appendix B, ambient noise levels ranged from a low of 60.0 dBA (Leq-15minute) north of the Project site along the alleyway between N. Coronado Street and N. Benton Way (Site 3) to a high of 73.7 dBA (Leq-15minute) at the Project site along Sunset Boulevard (Site 1).

On-Site Construction Noise

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is only required where "technically feasible."[8] Section 41.40 of the City's Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Based on consultation with the applicant, a list has been compiled of construction equipment typically used for this scale of construction and expected to be used on site.[9] **Table 2: Construction Maximum Noise Estimates** presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. As shown, average noise levels during construction would result in a maximum increase of 17.8 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels during the concrete structure phase at the adjacent residential uses (Site 3) without implementation of any noise reduction measures mentioned in Section 112.05 of the City's Municipal Code.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the

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6 See California Code of Regulations, Title 21, Section 5014

7 The location of monitoring locations is detailed in the Noise Study included as Appendix B.

8 In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

9 See Table 2 in the Noise Study included as Appendix B to this document.

development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination with each other in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines.

Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.[10] Additionally, a noise barrier can achieve a 5 dBA noise level reduction, when it is tall enough to break the line-of-sight to the sensitive receiver. It can achieve approximately 1.5 dBA of additional noise level reduction for each meter of barrier height. Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 1.5 dBA.

The incorporation of these practices into the construction management of the Project represents regulatory compliance with the LAMC and would reduce construction noise levels by up to 18 dBA (Leq-1hour). Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

TABLE 2
CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site	Ambient Noise Levels	Calculated Noise Level (Leq-1hour) by Construction Phase					Significance Threshold	Maximum Increase Above Significance Threshold
		Demolition	Grading/ Excavation	Concrete Structure	Framing	Finishing		
Site 2	62.7	81.1	80.4	81.8	77.5	76.7	67.7	**+14.1**
Site 3	60.0	82.3	81.7	82.8	78.5	78.2	65.0	**+17.8**
Site 4	63.3	83.2	82.5	83.3	79.0	80.3	68.3	**+15.0**
Site 5	64.4	63.7	63.0	64.8	60.5	55.5	69.4	**-4.6**
Site 6	66.1	63.3	62.6	64.4	60.1	58.9	71.1	**-6.7**
Site 7	60.2	59.9	59.3	61.1	56.8	54.4	65.2	**-4.1**

*Note: Noise Monitoring Site 1 was located at the Sunset Boulevard boundary of the site and as such is not included as a reference point for noise experienced by an offsite noise sensitive use. Refer to **Attachment B** for more detail.*

10 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

Off-site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site Soil haul trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. Haul truck traffic would take the most direct route to the freeway ramp, which is expected to be west on Sunset Boulevard then south on Silver Lake Boulevard. At the maximum, up to 25 hauling trips per day would take place during the grading/excavation phase.[11] These trips are considered in the evaluation of noise. Noise associated with construction truck trips was estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 50.0 to 54.9 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As detailed in **Appendix B**, existing noise levels ranged from 60.0 dBA to 73.7 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*[12] is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. This manual identifies 0.5 PPV as an appropriate threshold for adverse vibration effects related to structural damage. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. **As shown in Table 3: On-Site Construction Vibration Impacts–Building Damage**, and discussed in more detail in **Attachment B**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV at the adjacent structures. As such, impacts related to building damage from on-site construction vibration would not be considered significant.

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11 See page 60 of the Transportation Assessment included as Attachment A

12 Caltrans, Transportation and Construction Vibration Guidance Manual (September 2013), https://cityofdavis.org/home/showdocument?id=4521. Accessed January 2023.

TABLE 3 ON-SITE CONSTRUCTION VIBRATION IMPACTS – BUILDING DAMAGE					
Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment			Significance Threshold (PPV ips)
		Loaded Trucks	Jackhammer	Small bulldozer	
2	Residential	0.164	0.075	0.006	0.5
3	Residential	0.076	0.035	0.003	0.5
4	Residential	0.007	0.003	0.000	0.5
5	Residential	0.003	0.002	0.000	0.5
6	Residential	0.005	0.002	0.000	0.5
7	Residential	0.003	0.001	0.000	0.5

*Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment. Refer to **Attachment C** for construction vibration worksheets.*

Operation

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in LAMC Section 112.02, which prohibits equipment from causing more than a 5 dB increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

Air Quality

The following analysis is based on the Project's Air Quality Technical Report included in **Appendix C**. Significant air quality impacts could occur if a project were inconsistent with the Air Quality Management Plan (AQMP) or exceeded the quantified thresholds developed by the South Coast Air Quality Management District (SCAQMD).

The SCAQMD is the agency principally responsible for comprehensive air pollution control in Los Angeles and prepared the AQMP, which contains strategies and policies for achieving air quality standards and healthful air. The AQMP relies upon SCAG growth projections, which are based on cities' general plan land use and zoning parameters. Projects that do not result in or contribute to air quality violations and are consistent with the growth forecasts of the AQMP are considered consistent with the AQMP.[13] The Project proposes land uses consistent with the forecasted land use of the site as envisioned in the City's General Plan and reflected in SCAG's growth projections for the City. As such, the Project would not exceed the assumptions utilized in preparing the AQMP and is consistent with the land use assumptions on which the AQMP is based. Nor would the Project delay the timely attainment of the air quality standards or the interim

13 SCAQMD, *CEQA Air Quality Handbook,* April 1993, pa 12-3.

emission reductions specified in the AQMP. As discussed below, the Project would not cause or contribute to new air quality violations nor increase the frequency or severity of existing air quality violations. Therefore, the Project would not be inconsistent with the AQMP.

In addition, the SCAQMD has developed quantified thresholds for identifying regional and localized air quality violations from both construction and operation of a project. To evaluate the Project against these quantified thresholds, an estimate of emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod), the tool recommended by SCAQMD.

Estimated construction emissions were quantified based on the type and number of equipment associated with construction of the proposed building. The emissions were estimated using the CalEEMod software, a program recommended by SCAQMD. The input values for construction equipment were based on default assumptions in CalEEMod for a Project of this size and type with adjustments made to various inputs based on site specific information and Project-specific activities determined through consultation with the applicant and experience with similar projects. The default values are based on construction surveys conducted by SCAQMD and may not fully reflect the type of site and project that is being evaluated. Adjustments are recommended by SCAQMD when supported by information specific to the location or the project. The adjustments made for the Project include the anticipated construction schedule, equipment for each phase, vehicle trips and the quantity of debris and soil to be hauled off-site, all of which have been calibrated to the specifics of the site and the Project. Further detail is provided in **Appendix C.**

Emissions calculations assumed (1) all construction activities would be conducted in compliance with the SCAQMD rules pertaining to Fugitive Dust (Rule 403)[14] and Architectural Coatings (Rule 1113);[15] and (2) heavy-duty diesel equipment engines would meet minimum Tier 3 standards in accordance with CARB fleet requirements. **Table 4: Maximum Construction Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the duration of Project construction. As shown, maximum daily emissions during construction of volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) would be below the applicable SCAQMD maximum daily emission thresholds.

14 South Coast Air Quality Management District (SCAQMD), Fugitive Dust (Rule 403), http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.

15 SCAQMD, *Architectural Coatings (Rule 1113)*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf.

TABLE 4 MAXIMUM CONSTRUCTION EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
2024	5	8	14	<0.1	2	1
2025	7	8	13	<0.1	2	1
2026	7	6	9	<0.1	1	<1
Maximum	7	8	14	<0.1	2	1
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix C: Air Quality Study**.*

The Project would also generate air pollutant emissions during operation from normal day-to-day use of the Project. **Table 5: Maximum Operational Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the operation of the Project. As shown, the daily operational emissions attributed to the Project's operation would not exceed the SCAQMD established operational significance thresholds.

TABLE 5 MAXIMUM OPERATIONAL EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	3	2	9	<0.1	0.1	0.1
Energy	<0.1	0.3	0.1	<0.1	<1	<1
Mobile	3	2	9	<0.1	2	0.3
Total	**6**	**4**	**18**	**<0.1**	**2**	**0.5**
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix C: Air Quality Study**.*

The SCAQMD Final Localized Significance Threshold [LST] Methodology[16] provides guidance on analysis of localized air quality impacts. SCAQMD provides LST thresholds based on the size and location of the site. Maximum daily LST values were derived for emissions of NOx, CO, PM10, and PM2.5 that would be generated during construction and operation of projects. **Table 6 Estimated On-Site Emissions and LST Comparison** provides the maximum daily on-site emissions generated by the Project during construction and operation. As shown, on-site emissions during construction and operation would not exceed the applicable LSTs.

16 SCAQMD, *Final Localized Significance Threshold Methodology (2008)*, p. 3-3, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2

TABLE 6 LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS				
	NOx	CO	PM10	PM2.5
Source	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	6	9	<1	<1
LST threshold	74	680	5	3
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	2	9	0.1	0.1
LST threshold	74	680	2	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Appendix C: Air Quality Study**.*

SCAQMD has stated that if an individual project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants, without needing to consider the contribution of related projects.[17] The Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance and therefore the Project would not generate a cumulatively considerable increase. As shown, the Project would result in less than significant impacts on air quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.

Water Quality

As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System Permit (NPDES) program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Three general sources of potential short-term, construction-related stormwater pollution are associated with the proposed Project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The State Water Resources Control Board (SWRCB) oversees the implementation of NPDES in California through the General Construction Activity Storm Water Permit (GCASWP). Compliance with the requirements of GCASWP include the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to address such things as erosion control, cleanup, and maintenance of dumpsters.[18] The purpose of a SWPPP, prepared in compliance with SWRCB

17 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

18 California Green Building Code 5.106.1 Stormwater Pollution Prevention for Projects That Disturb Less Than One Acre of Land

requirements, is to ensure that construction of the Project would not violate water quality standards and/or discharge requirements, or otherwise substantially degrade water quality.

The Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control and require the compliance and application of storm water BMPs. The Project would also be required to comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related storm water BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Furthermore, this compliance would ensure that the Project would not have a considerable contribution to cumulative water quality effects of related projects or community growth.

After compliance with GCASWP during construction and the LID Ordinance during operations, the Project would have a less than significant impact on water quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.

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

Utilities

Water

The Project site is located in a developed, urbanized portion of Los Angeles that is served by existing water mains and utility services. Water is provided by the Los Angeles Department of Water and Power (LADWP). Based on forecasted growth, the LADWP's 2020 Urban Water Management Plan (UWMP) projects adequate water supplies through 2045.[19] The 2020 UWMP estimates that LADWP's 2025 water demand will be approximately 509.501 acre feet per year and forecasts a demand of 565,751 acre feet per by the year 2045, with supply available to meet this demand throughout the planning period.

The Project is estimated to generate a water demand of 11,911.1 gallons per day which equivalent to 13.34 acre feet per year.[20] The demand projections used in the UWMP were derived from SCAG growth projections which assumed growth in population and households within the Silver Lake-Echo Park-Elysian Valley Community Plan area based on the development potential expressed by existing land use and zoning designations. The Project is consistent within the assumed growth projections LADWP utilized in developing the UWMP. The Project would also be designed to current building codes that would reduce

19 City of Los Angeles Department of Public Works, *2020 City of Los Angeles Urban Water Management Plan.*

20 Based on wastewater calculation provided in Table 7 below.

water demand as compared to previous uses through requirements for more efficient fixtures. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.

Wastewater

The Project site is located in a developed, urbanized portion of Los Angeles that is served by the existing wastewater system operated by the City of Los Angeles Sanitation Department (LASAN). LASAN serves over 4 million residential and industrial customers and processes approximately 328 million gallons per day (mgd) of wastewater.[21] As shown in **Table 7: Estimated Sewage Generation** below, it is estimated that the Project would generate approximately 11,911.1 gpd of new wastewater. LASAN estimated that wastewater flow will increase to 376 mgd by 2040 and has planned capacity to serve this forecasted growth. The growth projections used by LASAN are derived from SCAG growth projections which assumed growth in population and households within the Silver Lake-Echo Park-Elysian Valley Community Plan area based on the development potential expressed by existing land use and zoning designations. The Project is within the growth projections used by LASAN. As such, it is expected that LASAN has sufficient capacity to serve the Project.

TABLE 7
ESTIMATED SEWAGE GENERATION

Land Use	Quantity – du	Factor (gpd/unit)[a]	Generation
Studio	65 du	75 gpd/du	4,875 gpd
1-Bedroom	39 du	110 gpd/du	4,290 gpd
2-Bedroom	16 du	150 gpd/du	2,400 gpd
3-Bedrooms	1 du	190 gpd/du	190 gpd
Commercial-Use	3,122 SF	50/ksf	156.1 gpd
Total Daily Estimate			**11,911.1 gpd**
Annual Estimate			**13.34 afy**

Note: gpd = gallons per day; ksf = thousand square feet; du=dwelling unit; afy = acre feet per year

[a] *Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012*

21 City of Los Angeles Sanitation Department, SEWERS, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-s?_adf.ctrl-state=1cvj6ecyxf_5&_afrLoop=8617779647821654#!

Stormwater

The Project site is located in a developed portion of Los Angeles that is currently served by existing stormwater infrastructure. In addition, the Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards, which are more rigorous than the standards to which the prior uses were built. The primary purpose of the LID Ordinance is to ensure that development and redevelopment projects manage runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Through implementation of design features and Best Management Practices, stormwater would be captured and managed on-site. As such, the volume of stormwater runoff entering the public stormwater infrastructure during peak events would not increase as compared to existing conditions. Therefore, the Project can adequately be served by the stormwater utility system.

Solid Waste

Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for most multifamily residential and commercial developments within the City, including the Project. The Project would follow all City and State regulations related to recycling and reduction of solid waste. The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County to address long-term needs and maintain adequate capacity.[22] As described in the County's most recent report, no shortfall in permitted solid waste disposal capacity is anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion. As such, the Project could be adequately served by the solid waste disposal system.

Electric Power, Natural Gas, and Telecommunications

The Project site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for services. New connections would be established for the Project; however, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Furthermore, the Project Applicant shall be required to implement applicable California Building Code and Los Angeles Green Building Code requirements, including the City's Solar Roof Ordinance and the recently adopted All Electric Building Ordinance, that would further reduce utility demand as compared to the existing structures. Thus, the Project would be adequately served by existing electric power, natural gas, and telecommunications services.

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22 Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2020 Annual Report,* October 2021.

Public Services

A project could have a significant impact on public services if it were to generate substantial new demand for services through population or employment growth, result in additional demand for service due to insecure design or cause a decrease in service response times due to traffic congestion.

The Los Angeles Police Department provides police protection services for the Project site. The area is served by the Northeast community Police Station located approximately 4.1 miles north of the Project site. The Los Angeles Fire Department would provide fire protection and emergency medical services for the Project site. The area is served by Station 20, located approximately 0.3 miles southeast of the Project site. As described previously, the Project would not result in a substantial increase in population within the service area. Therefore, the Project would not create the need to construct new or expanded police, fire protection or emergency medical facilities.

The Project would construct new residences but would not result in substantial population growth within the overall community. The development would be required to pay all applicable school and public facility fees. As such, impacts on schools and other publics facilities would be less than significant.

For the reasons set forth above, the Project can adequately be served by all required utilities and public services and therefore the Project meets this criterion for the Class 32 Exemption.

INAPPLICABILITY OF EXCEPTIONS

As discussed below, the exceptions set forth in CEQA Guideline 15300.2 do not apply to the Project.

(a) Location.

This exception applies only to exemption Class 3, 4, 5, 6, and 11, and does not apply to exemption Class 32. Because the Project meets the criteria for exemption Class 32, this exception does not apply.

(b) Cumulative Impact.

A categorical exemption is inapplicable "when the cumulative impact of successive projects of the same type in the same place, over time is significant." The Project consists of redevelopment of a commercial site with new residential uses that are consistent with the existing General Plan and zoning. As discussed in these Findings, the Project would not generate a considerable increase in population, traffic, noise, or air pollutant emissions nor would it result in any other substantial impacts compared to existing uses of the site. As such, successive development in the surrounding area of a similar type - replacement of older commercial uses with new zoning-compliant mixed-use development - would not generate substantial cumulative conditions and in fact would further the policy goals of the City.

Based on information from LADOT, seven related projects have been identified in the surrounding area, as listed in the Project's Traffic Assessment included as Appendix A to this document. Six of these are similar mixed-use or multi-family residential projects ranging from 47 to 170 units; the seventh is a restaurant and retail project. These projects are spaced apart along the Sunset Boulevard corridor with enough separation that there would not be cumulative construction noise or cumulative localized air quality effects. As noted previously, projects that do not have individual impacts with respect to regional air quality or vehicle miles travelled are considered to not have a considerable contribution to cumulative effects. The Project is also within the growth projections that inform public service facility and utility capacity planning. As such it would not have a considerable contribution to cumulative impacts. As such, this exception does not apply.

(c) Unusual Circumstances.

A categorical exemption is inapplicable when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. Unusual circumstances could occur if the Project site were featured conditions or a location substantially different than typically associated with the existing or proposed uses. The Project is located on a previously developed site in an existing urban area. Comparable uses exist on the site and in the vicinity of the Project site. The Project site is comparable in size and features to adjacent parcels of similar zoning and use. The site is not within any designated scenic, agricultural, historic, mineral, natural resource or wildfire hazard area. The site is not within a hillside area, nor does it contain any unusual geologic features or soil conditions. The building would be designed and constructed in accordance with applicable building codes, including seismic and energy codes. As

such, there are no unusual circumstances associated with the Project site or the proposed Project. Therefore, this exception does not apply.

(d) Scenic Highways.

The Project site is not located in a scenic highway area.[23] No unique ecological, geologic features or rock outcroppings are located on the Project site. Accordingly, this exception does not apply.

(e) Hazardous Waste Sites.

This exception applies if a project is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control, Department of Health Services, and Water Resources Control Board to compile lists of hazardous waste sites. The Project site is not included on any list compiled pursuant to Section 65962.5.[24] As such, this exception would not apply.

(f) Historical Resources.

The Project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The Project site is not identified as a historic resource in HistoricPlacesLA, SurveyLA or other City parcel reports or references. Due to the distance from the Project site, implementation of the Project would not alter any of the physical characteristics of nearby historic resources, including through construction activities, vibration from off-road equipment, and operation of the Project. Therefore, this exception does not apply.

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23 City of Los Angeles, Department of City Planning, *Mobility Plan 2035,* Appendix B: Inventory of Designated Scenic Highways and Guidelines.

24 https://geotracker.waterboards.ca.gov/ accessed January 2023

AIR QUALITY STUDY

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

PREPARED FOR:

Gonzales Law Group
707 Wilshire Boulevard, Suite 4350
Los Angeles, CA 90017

PREPARED BY:

Meridian Consultants

860 Hampshire Road, Suite P
Westlake Village, CA 91361

DECEMBER 2023

Table of Contents

Figures

Tables

EXECUTIVE SUMMARY

The Project site is located at 2511 Sunset Boulevard Avenue (APN 5402-015-004, 5402-015-005, 5402-012-006, and 5402-015-007) within the Silver Lake-Echo Park-Elysian Valley Community Plan Area in the City of Los Angeles (City), as shown in Figure 1: Project Site Location. The Project site is approximately 27,055 square feet (0.62 acres) in size and currently consists of 6,681.5 square feet of commercial space, including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The Project site is Zoned [Q]C2-1VL (commercial zone that allows both commercial and high-density residential uses) with a General Plan Designation of Community Commercial. The Project site is surrounded by single- and multi-family uses along Elsinore Street to the north, Rampart Boulevard to the south, Coronado Street to the east and Benton Way to the west.

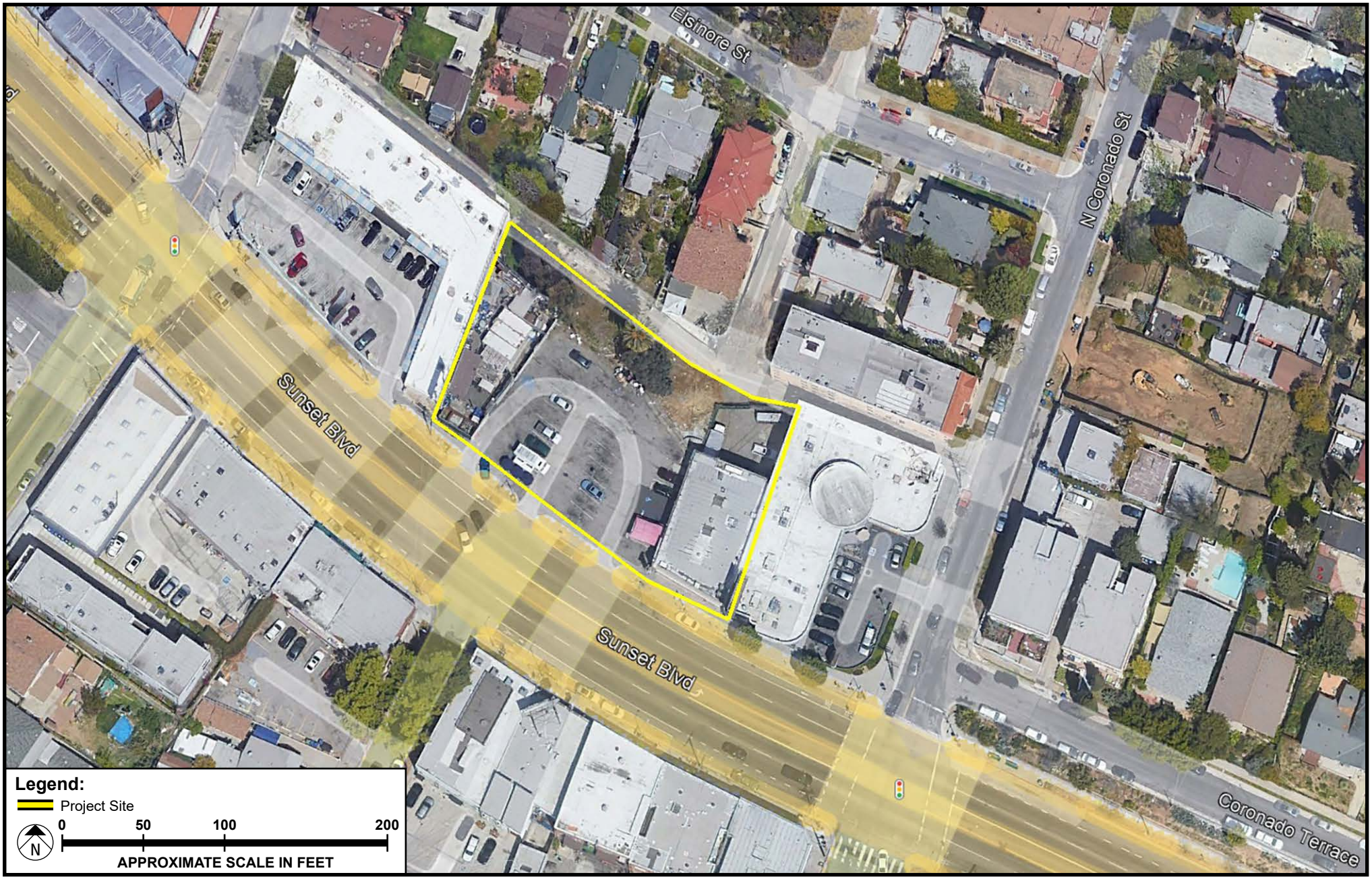
The Project includes removal of the existing uses to construct a new five (5) story 121-unit mixed use building consisting of 3,603 square feet of commercial and 79 parking spaces provided in a 2-level subterranean garage.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to conflict with an applicable air quality plan, violate an air quality standard or threshold, result in a cumulatively net increase of criteria pollutant emissions, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.
- Operation of the Project will not employ toxic air contaminant-emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.

Based upon a worst-case assessment, the Project does not result in significant impacts to surrounding land uses from air quality.



SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22

REGULATORY SETTING

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD adopted the 2022 AQMP on December 2, 2022.[1] The AQMP includes transportation control measures developed by SCAG from its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM2.5 standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

1 SCAQMD, Final 2022 Air Quality Management Plan, adopted December 2, 2022, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10. Accessed January 2023.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM10 emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).[2] Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 402 (Nuisance). This rule states that a "person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."[3]

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

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

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

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

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2 SCAQMD, Rule 1113 Architectural Coating (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf. Accessed January 2023.

3 SCAQMD, Rule 402—Nuisance, http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf. Accessed January 2023.

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O3, CO, NO2, SO2, PM10, PM2.5, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 1, Central Los Angeles.[4] The nearest air monitoring station SCAQMD operates is located at 1610 North Main Street in Los Angeles. This station monitors O3, NO2, PM10, and PM2.5. Table 1: Air Quality Monitoring Summary summarizes published monitoring data from 2019 through 2021, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the O3, PM10, and PM2.5 standards.

4 SCAQMD, General Forecast Areas and Air Monitoring Areas, map, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf. Accessed January 2023.

TABLE 1 AIR QUALITY MONITORING SUMMARY				
Air Pollutant	Average Time (Units)	2019	2020	2021
Ozone (O3)	State Max 1 hour (ppm)	0.093	0.185	0.099
	Days > CAAQS threshold (0.09 ppm)	0	14	1
	National Max 8 hour (ppm)	0.080	0.118	0.085
	Days > NAAQS threshold (0.075 ppm)	2	22	2
	State Max 8 hour (ppm)	0.080	0.118	0.086
	Days > CAAQS threshold (0.07 ppm)	2	22	2
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.070	0.062	0.078
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.069	0.061	0.077
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	62.4	83.7	64.0
	National Annual Average (µg/m3)	23.0	33.1	26.0
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	93.9	185.2	138.5
	State Annual Average (µg/m3)	--	33.9	30.9
Fine particulate matter (PM2.5)	National Max (µg/m3)	43.5	175.0	61.0
	National Annual Average (µg/m3)	10.8	13.7	12.8
	Days > NAAQS threshold (35 µg/m3)	1	12	13
	State Max (µg/m3)	43.5	175.0	61.1
	State Annual Average (µg/m3)	10.8	15.0	14.8

Source: CARB, iADAM: Air Quality Data Statistics.
Note: (—) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Basin are shown in Table 2: South Coast Air Basin Attainment Status. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

TABLE 2 SOUTH COAST AIR BASIN ATTAINMENT STATUS		
Pollutant	**State Status**	**National Status**
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed January 2023.

Existing Operational Emission

As mentioned previously, the Project site currently consists of a 6,681.5 square commercial space including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. Table 3: Existing Operational Emissions identifies the existing emissions these uses. The most current CARB-approved, SCAQMD-recommended air quality modeling software, the California Emissions Estimator Model (CalEEMod), was used to estimate the existing air quality operational emissions.

TABLE 3 EXISTING OPERATIONAL EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	0.2	<0.1	0.3	<1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	1	1	9	<0.1	1	0.1
Total	**2**	**<1**	**10**	**<1**	**<1**	**<1**
SCAQMD Mass Daily Regional Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.
Refer to Attachment A.1: CalEEMod Air Quality Emission Output Files - Existing.

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. As mentioned previously, the Project site is surrounded by single- and multi-family residential uses along Elsinore Street to the north, Rampari Boulevard to the south, Coronado Street to the east and Benton Way to the west (refer to Figure 2: Sensitive Receptor Map).

SOURCE: Google Earth - 2023

FIGURE **2**

Meridian Consultants

Sensitive Receptor Map

330-002-22

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NOx, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with SCAB. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD Rule 403—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM10.** During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 – 49 percent.[5]

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.[6] The condition detailed below would be considered a regulatory compliance measure, however, conservatively this analysis only takes into account reductions from control efficiency of PM10 listed above.

- **Construction Equipment Controls.** During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx associated with diesel construction equipment.

5 SCAQMD, CEQA Handbook, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf. Accessed January 2023.

6 California Air Resources Board, Verification Procedure: Stationary, https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4. Accessed January 2023.

The emissions are estimated using the CalEEMod software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in Attachment A.

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod based on the utility provider. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

The determination of a project's significance on air quality shall be made considering the factors provided in the SCAQMD *CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

Construction Emission Thresholds

The Project will have a significant impact if it exceeds the regional construction thresholds, as listed in Table 4: Construction Thresholds.

TABLE 4
CONSTRUCTION THRESHOLDS

Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO2)	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Construction and Operational Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)[7] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and to allow progress toward

7 South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Central Los Angeles, as recorded in SRA 1 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. The screening criteria are linearly interpolated for a 0.62-acre site and are listed in Table 5: Localized Significance Thresholds.

TABLE 5
LOCALIZED SIGNIFICANCE THRESHOLDS

	Construction	Operational
Pollutant	pounds/day	
Nitrogen dioxide (NO2)	61	61
Carbon monoxide (CO)	540	540
Respirable particulate matter (PM10)	4	2
Fine particulate matter (PM2.5)	2	1

Notes:
Based on a distance to sensitive receptors of 25 meters. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

Based on the SCAQMD Handbook, regional thresholds for each criteria pollutant for the operations of the Project are provided in Table 6: Operational Thresholds.

TABLE 6
OPERATIONAL THRESHOLDS

Pollutant	**Operational Emissions (pounds/day)**
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO2)	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Toxic Air Contaminants

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

Consistency with Applicable Air Quality Plans

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies:

- Will the Project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?
  - Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
  - Does the Project include air quality mitigation measures?
  - To what extent is Project development consistent with the AQMP land use policies?

Cumulative Threshold

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.[8]

The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

8 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

Daily emissions during construction and operation are forecasted based on conservative construction assumptions provided by the Applicant. This includes anticipated construction schedule, equipment for each phase, and the amount of debris to be hauled off-site. The California Air Pollution Control Officer's Association and SCAQMD recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions.

Construction

Table 7: Project Construction Schedule forecasts a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. However, the input values used in this analysis are based on conservative assumptions with a compressed construction duration to provide maximum emission values during construction.

TABLE 7
PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	3/1/2024	4/1/2024	22	Demolition of approximately 16,681.5 square feet of building and 10,000 square feet of parking lot
Grading/Excavation	4/2/2024	7/2/2024	66	Grading of the Project site and export of 20,700 cubic yards of soil
Concrete Structure	7/3/2024	3/31/2025	194	Construction of Proposed Project
Framing & MEP Rough-In	4/1/2025	9/30/2025	131	Paving of asphalt surfaces
Final Inspection, Punchlist, Drywall Finishing	10/1/2025	3/1/2026	108	Application of architectural coatings to building materials

Note: Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

An assessment of air pollutant emissions was prepared utilizing the construction schedule in Table 7. As mentioned previously, an inventory of construction equipment, including the number and types of equipment, which is analytically assumed to be operating simultaneously within the Project Site was conservatively identified by the Applicant for each phase/component of construction and shown in Table 8: Project Construction Diesel Equipment Inventory. Under regulatory compliance measures in CalEEMod, it would be required that all construction activities adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

TABLE 8 PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY				
Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	33 (0.73)
	Crushing/Proc. Equipment	1	1	12 (0.85)
	Dumpers/Tenders	1	6	16 (0.38)
	Excavator	1	8	36 (0.38)
Grading/Excavation	Bore/Drill Rigs	1	6	83 (0.50)
	Cement and Mortar Mixers	1	6	10 (0.56)
	Dumpers/Tenders	2	7	16 (0.38)
	Excavators	1	8	36 (0.38)
	Forklifts	1	8	82 (0.20)
	Generator Sets	1	8	14 (0.74)
Concrete Structure	Air Compressors	1	6	367 (0.29)
	Cement and Mortar Mixers	1	6	82 (0.20
	Concrete/Industrial Saws	1	8	84 (0.37)
	Forklifts	1	6	82 (0.20)
	Generator Sets	1	8	14 (0.74)
	Pumps	1	8	11 (0.74)
Framing & MEP Rough-In	Air Compressors	2	6	10 (0.56)
	Cranes	1	4	81 (0.42)
	Forklifts	1	6	36 (0.38)
Final Inspection, Punchlist, Drywall Finishing	Air Compressors	2	6	37 (0.48)
	Cement and Mortar Mixers	2	6	10 (0.56)
	Concrete Industrial Saws	1	8	33 (0.73)
	Forklifts	1	6	82 (0.20)
	Pavers	1	8	81 (0.42)
	Pressure Washers	1	8	14 (0.30)

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed, for equipment inventory information.

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. Table 9: Maximum Construction Emissions identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in Table 9 do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF) and control efficiency of PM10 (dust control measures) to provide a worst-case scenario analysis. Based on the modeling, construction of the Project would not exceed regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. As such, construction of the Project would not generate any significant environmental impacts associated with air quality compliance. Adherence to regulatory compliance measures would result in even lower construction emissions.

TABLE 9 MAXIMUM CONSTRUCTION EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
2024	5	8	14	<0.1	2	1
2025	7	8	13	<0.1	2	1
2026	7	6	9	<0.1	1	<1
Maximum	7	8	14	<0.1	2	1
SCAQMD Mass Daily Regional Threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Operation

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. The results presented in Table 10: Maximum Operational Emissions are compared to the SCAQMD-established operational significance thresholds. It is important to note, emissions presented in Table 10 include regulatory compliance measures such as compliance with green building standards, which are enforced during the construction plan check process by the Los Angeles Department of Building and Safety. As shown in Table 10, the operational emissions would not exceed the regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 10 MAXIMUM OPERATIONAL EMISSIONS						
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	3	2	9	<0.1	0.1	0.1
Energy	<0.1	0.3	0.1	<0.1	<1	<1
Mobile	3	2	9	<0.1	2	0.3
Total	**6**	**4**	**18**	**<0.1**	**2**	**0.5**
SCAQMD Mass Daily Regional Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Localized Significance Thresholds

As mentioned previously, the localized air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology. The screening criteria for a 0.62 acre site were used to determine localized emissions thresholds for the Project. The localized emissions and thresholds are provided in Table 11: Localized Construction and Operational Emissions. As shown in Table 11, emissions would not exceed the localized significance construction and operational thresholds.

TABLE 11
LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS

Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	6	9	<1	<1
LST threshold	61	540	4	2
Threshold Exceeded?	No	No	No	No
Operational				
Project area/energy emissions	2	9	0.1	0.1
LST threshold	61	540	2	1
Threshold Exceeded?	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Sensitive receptors are located adjacent to the Project site. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in Table 11. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in Table 11, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Consistency with AQMP

The Basin is designated nonattainment at the federal level for O3 and PM2.5 and State level for O3, PM10, and PM2.5. SCAQMD developed regional emissions thresholds, as shown in Table 4 and Table 6 to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in Table 9, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5. As shown in Table 10, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5. The Project's maximum potential NOx, CO, PM10, and PM2.5 daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in Table 11, NOx, CO, PM10, and PM2.5 emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative Impacts

SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As shown in Table 9 and Table 11, regional emissions calculated would be less than the applicable SCAQMD daily significance thresholds for construction and operation, respectively. The thresholds are designed to assist the region in attaining the applicable state and national ambient air quality standards. Although the Project site is located in a region that is in non-attainment for O_3, PM10, and PM2.5, the emissions associated with the Project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. Therefore, construction of the Project would result in cumulative impacts that would not be considered significant.

Additionally, with the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2022 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

CERTIFICATION

The contents of this Air Quality Study represent an accurate depiction of the air quality environment and impacts associated with the proposed 2511 Sunset Mixed-Use Project. The information contained in this study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Christ Kirikian
Principal | Director of Air Quality & Acoustics
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ATTACHMENT A

CalEEMod Air Quality Emission Output Files

ATTACHMENT A.1

Existing

2511 Sunset (Existing) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2511 Sunset (Existing)
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.08003138305823, -118.26939291656983
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4023
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Free-Standing Discount store	6.00	1000sqft	0.14	6,682	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.63	1.68	0.90	9.68	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,939	1,954	1.61	0.09	7.46	2,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.55	1.60	0.98	8.98	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,863	1,878	1.62	0.09	0.22	1,946
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.28	1.35	0.82	7.73	0.01	0.01	0.49	0.50	0.01	0.09	0.10	14.8	1,599	1,614	1.59	0.08	2.72	1,679
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.25	0.15	1.41	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.44	265	267	0.26	0.01	0.45	278
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshol	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832
Area	0.05	0.21	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.63	1.68	0.90	9.68	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,939	1,954	1.61	0.09	7.46	2,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Area	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.55	1.60	0.98	8.98	0.02	0.01	0.58	0.60	0.01	0.10	0.12	14.8	1,863	1,878	1.62	0.09	0.22	1,946
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.15	0.81	7.52	0.01	0.01	0.49	0.50	0.01	0.09	0.10	—	1,456	1,456	0.10	0.07	2.69	1,483

Area	0.04	0.19	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.84
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	137
Water	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Waste	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	1.28	1.35	0.82	7.73	0.01	0.01	0.49	0.50	0.01	0.09	0.10	14.8	1,599	1,614	1.59	0.08	2.72	1,679
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246
Area	0.01	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56
Waste	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.23	0.25	0.15	1.41	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.44	265	267	0.26	0.01	0.45	278

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832

Total	1.58	1.47	0.89	9.39	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,796	1,796	0.12	0.08	7.43	1,832
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Total	1.55	1.44	0.97	8.97	0.02	0.01	0.58	0.60	0.01	0.10	0.12	—	1,721	1,721	0.13	0.09	0.19	1,751
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246
Total	0.23	0.21	0.15	1.37	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	241	241	0.02	0.01	0.44	246

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Total	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Sta Discount store	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Total	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.01	< 0.005	—	126
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Sta nding Discount store	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Standing Discount store	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.75	1.75	< 0.005	< 0.005	—	1.75
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.75	1.75	< 0.005	< 0.005	—	1.75

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	0.05	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Total	0.05	0.21	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.23
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14
Total	0.01	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.14	0.14	< 0.005	< 0.005	—	0.14

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	5.72	6.57	0.09	< 0.005	—	9.40
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56
Total	—	—	—	—	—	—	—	—	—	—	—	0.14	0.95	1.09	0.01	< 0.005	—	1.56

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	0.00	13.9	1.39	0.00	—	48.7

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06
Total	—	—	—	—	—	—	—	—	—	—	—	2.30	0.00	2.30	0.23	0.00	—	8.06

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Free-Standing Discount store	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Free-Standing Discount store	319	425	361	124,070	1,687	2,102	1,788	642,689

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	10,022	3,341	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Free-Standing Discount store	66,525	690	0.0489	0.0069	32,901

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Free-Standing Discount store	444,435	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Free-Standing Discount store	25.8	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Free-Standing Discount store	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Free-Standing Discount store	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	88.8
AQ-DPM	62.9
Drinking Water	92.5
Lead Risk Housing	72.5
Pesticides	0.00
Toxic Releases	75.6
Traffic	97.7
Effect Indicators	—
CleanUp Sites	44.2
Groundwater	43.8
Haz Waste Facilities/Generators	66.6
Impaired Water Bodies	66.7
Solid Waste	0.00
Sensitive Population	—
Asthma	63.7
Cardio-vascular	60.6
Low Birth Weights	38.7
Socioeconomic Factor Indicators	—

Education	68.2
Housing	87.2
Linguistic	77.1
Poverty	68.5
Unemployment	40.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.67842936
Employed	75.70896959
Median HI	27.51186963
Education	—
Bachelor's or higher	70.21686129
High school enrollment	1.231874759
Preschool enrollment	85.15334274
Transportation	—
Auto Access	16.15552419
Active commuting	87.91222892
Social	—
2-parent households	59.97690235
Voting	21.62196843
Neighborhood	—
Alcohol availability	13.02450917
Park access	32.10573592
Retail density	85.87193635

Supermarket access	94.25125112
Tree canopy	60.5800077
Housing	—
Homeownership	15.97587579
Housing habitability	6.03105351
Low-inc homeowner severe housing cost burden	9.611189529
Low-inc renter severe housing cost burden	37.66200436
Uncrowded housing	14.5515206
Health Outcomes	—
Insured adults	31.25882202
Arthritis	84.5
Asthma ER Admissions	36.7
High Blood Pressure	74.3
Cancer (excluding skin)	71.8
Asthma	65.7
Coronary Heart Disease	74.7
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	48.6
Life Expectancy at Birth	82.7
Cognitively Disabled	78.9
Physically Disabled	65.4
Heart Attack ER Admissions	51.2
Mental Health Not Good	45.5
Chronic Kidney Disease	64.9
Obesity	46.0
Pedestrian Injuries	81.7
Physical Health Not Good	45.1

Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	45.9
No Leisure Time for Physical Activity	48.5
Climate Change Exposures	—
Wildfire Risk	92.7
SLR Inundation Area	0.0
Children	25.4
Elderly	68.4
English Speaking	22.5
Foreign-born	85.2
Outdoor Workers	80.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.7
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	67.8
Other Decision Support	—
2016 Voting	39.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	84.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes

Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Existing liquor store

ATTACHMENT A.2

Proposed

2511 Sunset (Proposed) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2511 Sunset (Proposed)
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.07998314827044, -118.26940216350711
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4023
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	121	Dwelling Unit	0.62	101,458	3,401	—	358	—
Regional Shopping Center	3.00	1000sqft	0.00	3,122	0.00	—	—	—

Enclosed Parking with Elevator	84.0	Space	0.00	33,600	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
Mit.	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.78	7.01	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
Mit.	4.78	7.01	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.96	1.57	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
Mit.	0.96	1.57	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.29	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
Mit.	0.18	0.29	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
2025	0.36	0.30	2.12	2.96	< 0.005	0.10	0.13	0.23	0.09	0.03	0.12	—	487	487	0.02	0.01	0.51	490
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475
2025	1.35	7.01	7.57	13.1	0.02	0.28	1.50	1.78	0.25	0.36	0.61	—	3,389	3,389	0.15	0.15	0.18	3,436
2026	0.97	6.96	6.27	8.78	0.01	0.22	0.27	0.49	0.20	0.06	0.27	—	1,331	1,331	0.06	0.02	0.02	1,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.96	0.82	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
2025	0.55	1.57	3.28	5.01	0.01	0.13	0.36	0.48	0.12	0.08	0.20	—	1,015	1,015	0.04	0.03	0.68	1,026
2026	0.11	0.82	0.74	1.04	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	157	157	0.01	< 0.005	0.05	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
2025	0.10	0.29	0.60	0.91	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	—	168	168	0.01	0.01	0.11	170
2026	0.02	0.15	0.13	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	25.9	25.9	< 0.005	< 0.005	0.01	26.1

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.19	14.9	0.03	0.31	1.50	1.81	0.29	0.36	0.64	—	3,846	3,846	0.19	0.46	7.35	3,994
2025	0.36	0.30	2.12	2.96	< 0.005	0.10	0.13	0.23	0.09	0.03	0.12	—	487	487	0.02	0.01	0.51	490
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.78	4.64	8.15	13.7	0.02	0.31	1.50	1.81	0.29	0.36	0.64	—	3,427	3,427	0.15	0.15	0.19	3,475

2025	1.35	7.01	7.57	13.1	0.02	0.28	1.50	1.78	0.25	0.36	0.61	—	3,389	3,389	0.15	0.15	0.18	3,436
2026	0.97	6.96	6.27	8.78	0.01	0.22	0.27	0.49	0.20	0.06	0.27	—	1,331	1,331	0.06	0.02	0.02	1,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.96	0.82	4.65	6.97	0.01	0.16	0.74	0.91	0.15	0.18	0.33	—	1,993	1,993	0.09	0.14	1.75	2,040
2025	0.55	1.57	3.28	5.01	0.01	0.13	0.36	0.48	0.12	0.08	0.20	—	1,015	1,015	0.04	0.03	0.68	1,026
2026	0.11	0.82	0.74	1.04	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	157	157	0.01	< 0.005	0.05	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	0.85	1.27	< 0.005	0.03	0.14	0.17	0.03	0.03	0.06	—	330	330	0.01	0.02	0.29	338
2025	0.10	0.29	0.60	0.91	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	—	168	168	0.01	0.01	0.11	170
2026	0.02	0.15	0.13	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	25.9	25.9	< 0.005	< 0.005	0.01	26.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Area	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Area	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168

Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	2.21	1.69	16.9	0.04	0.03	1.55	1.58	0.02	0.28	0.30	—	4,185	4,185	0.22	0.18	5.68	4,250
Area	0.64	3.02	0.17	5.85	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	165	165	< 0.005	< 0.005	—	166
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704
Area	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	238	238	0.02	< 0.005	—	239
Water	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7
Waste	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Total	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Area	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.82	5.84	3.75	28.5	0.06	0.20	1.67	1.86	0.20	0.30	0.49	59.0	8,336	8,395	6.30	0.23	14.9	8,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Area	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	2.87	4.95	3.82	18.7	0.06	0.19	1.67	1.86	0.19	0.30	0.49	59.0	8,119	8,178	6.31	0.23	1.11	8,407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	2.21	1.69	16.9	0.04	0.03	1.55	1.58	0.02	0.28	0.30	—	4,185	4,185	0.22	0.18	5.68	4,250
Area	0.64	3.02	0.17	5.85	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	165	165	< 0.005	< 0.005	—	166
Energy	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,435	1,435	0.11	0.01	—	1,441
Water	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Waste	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Total	3.10	5.25	2.17	22.9	0.04	0.06	1.55	1.61	0.06	0.28	0.34	59.0	5,846	5,905	6.26	0.22	6.42	6,133

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704
Area	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	238	238	0.02	< 0.005	—	239
Water	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7
Waste	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Total	0.57	0.96	0.40	4.18	0.01	0.01	0.28	0.29	0.01	0.05	0.06	9.76	968	978	1.04	0.04	1.06	1,015

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443

Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	0.17	0.55	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.03	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	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	0.00
Hauling	0.05	0.01	0.77	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	615	615	0.03	0.10	1.41	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	134	134	0.01	< 0.005	0.01	135
Vendor	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	0.00
Hauling	0.05	0.01	0.80	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	616	616	0.03	0.10	0.04	646

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.1	37.1	< 0.005	0.01	0.04	39.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	6.45

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.68	4.58	2.89	9.08	0.01	0.17	—	0.17	0.14	—	0.14	—	442	442	0.02	< 0.005	—	443
Demolition	—	—	—	—	—	—	0.46	0.46	—	0.07	0.07	—	—	—	—	—	—	—

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	0.17	0.55	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.03	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	141	141	0.01	< 0.005	0.56	143
Vendor	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	0.00
Hauling	0.05	0.01	0.77	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	615	615	0.03	0.10	1.41	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	134	134	0.01	< 0.005	0.01	135
Vendor	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	0.00
Hauling	0.05	0.01	0.80	0.30	< 0.005	0.01	0.05	0.05	0.01	0.02	0.02	—	616	616	0.03	0.10	0.04	646
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.1	37.1	< 0.005	0.01	0.04	39.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	6.45

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.64	5.07	0.01	0.19	—	0.19	0.17	—	0.17	—	834	834	0.03	0.01	—	837
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.92	< 0.005	0.03	—	0.03	0.03	—	0.03	—	151	151	0.01	< 0.005	—	151

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.0	25.0	< 0.005	< 0.005	—	25.1
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.32	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	247	247	0.01	0.01	0.97	251
Vendor	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	0.00
Hauling	0.21	0.06	3.46	1.33	0.02	0.03	0.21	0.24	0.03	0.07	0.10	—	2,765	2,765	0.15	0.44	6.35	2,907
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.21	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	43.0	43.0	< 0.005	< 0.005	0.08	43.6
Vendor	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	0.00
Hauling	0.04	0.01	0.66	0.24	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	500	500	0.03	0.08	0.50	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.11	7.11	< 0.005	< 0.005	0.01	7.21
Vendor	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	0.00

Hauling	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.8	82.8	< 0.005	0.01	0.08	86.9

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.64	5.07	0.01	0.19	—	0.19	0.17	—	0.17	—	834	834	0.03	0.01	—	837
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.92	< 0.005	0.03	—	0.03	0.03	—	0.03	—	151	151	0.01	< 0.005	—	151
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.0	25.0	< 0.005	< 0.005	—	25.1

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.32	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	247	247	0.01	0.01	0.97	251
Vendor	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	0.00
Hauling	0.21	0.06	3.46	1.33	0.02	0.03	0.21	0.24	0.03	0.07	0.10	—	2,765	2,765	0.15	0.44	6.35	2,907
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.21	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	43.0	43.0	< 0.005	< 0.005	0.08	43.6
Vendor	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	0.00
Hauling	0.04	0.01	0.66	0.24	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	500	500	0.03	0.08	0.50	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.11	7.11	< 0.005	< 0.005	0.01	7.21
Vendor	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	0.00
Hauling	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.8	82.8	< 0.005	0.01	0.08	86.9

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.43	2.42	0.01	0.11	—	0.11	0.10	—	0.10	—	515	515	0.02	< 0.005	—	517
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	85.3	85.3	< 0.005	< 0.005	—	85.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.46	0.49	7.71	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,443	1,443	0.06	0.05	5.69	1,465
Vendor	0.05	0.02	0.72	0.35	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	611	611	0.02	0.08	1.66	639
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.58	6.52	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,368	1,368	0.06	0.05	0.15	1,385
Vendor	0.05	0.02	0.75	0.36	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	612	612	0.02	0.08	0.04	638
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.44	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	494	494	0.02	0.02	0.87	501
Vendor	0.02	0.01	0.27	0.13	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	218	218	0.01	0.03	0.25	227
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	81.9	81.9	< 0.005	< 0.005	0.14	83.0
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	36.1	36.1	< 0.005	< 0.005	0.04	37.6
Hauling	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	0.00

3.6. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.86	0.72	6.82	6.81	0.01	0.30	—	0.30	0.28	—	0.28	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.43	2.42	0.01	0.11	—	0.11	0.10	—	0.10	—	515	515	0.02	< 0.005	—	517
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	85.3	85.3	< 0.005	< 0.005	—	85.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.46	0.49	7.71	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,443	1,443	0.06	0.05	5.69	1,465
Vendor	0.05	0.02	0.72	0.35	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	611	611	0.02	0.08	1.66	639
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.58	6.52	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,368	1,368	0.06	0.05	0.15	1,385
Vendor	0.05	0.02	0.75	0.36	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	612	612	0.02	0.08	0.04	638
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.44	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	494	494	0.02	0.02	0.87	501
Vendor	0.02	0.01	0.27	0.13	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	218	218	0.01	0.03	0.25	227

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	81.9	81.9	< 0.005	< 0.005	0.14	83.0
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	36.1	36.1	< 0.005	< 0.005	0.04	37.6
Hauling	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	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.37	6.77	0.01	0.27	—	0.27	0.25	—	0.25	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.12	1.19	< 0.005	0.05	—	0.05	0.04	—	0.04	—	255	255	0.01	< 0.005	—	256
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.2	42.2	< 0.005	< 0.005	—	42.3
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.43	0.49	6.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,340	1,340	0.06	0.05	0.13	1,357
Vendor	0.04	0.02	0.71	0.34	< 0.005	0.01	0.03	0.04	< 0.005	0.01	0.02	—	602	602	0.02	0.08	0.04	627
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.12	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	239	239	0.01	0.01	0.39	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	106	106	< 0.005	0.01	0.13	111
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.02	18.3
Hauling	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	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.82	0.69	6.37	6.77	0.01	0.27	—	0.27	0.25	—	0.25	—	1,447	1,447	0.06	0.01	—	1,452
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.12	1.19	< 0.005	0.05	—	0.05	0.04	—	0.04	—	255	255	0.01	< 0.005	—	256
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.2	42.2	< 0.005	< 0.005	—	42.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.43	0.49	6.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	—	1,340	1,340	0.06	0.05	0.13	1,357
Vendor	0.04	0.02	0.71	0.34	< 0.005	0.01	0.03	0.04	< 0.005	0.01	0.02	—	602	602	0.02	0.08	0.04	627
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.12	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	239	239	0.01	0.01	0.39	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	106	106	< 0.005	0.01	0.13	111
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2

Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.02	18.3
Hauling	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	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.08	2.26	< 0.005	0.10	—	0.10	0.09	—	0.09	—	349	349	0.01	< 0.005	—	350
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	125	125	0.01	< 0.005	—	126
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.7	20.7	< 0.005	< 0.005	—	20.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	138	138	0.01	< 0.005	0.51	140
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	47.7	47.7	< 0.005	< 0.005	0.08	48.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.90	7.90	< 0.005	< 0.005	0.01	8.01
Vendor	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	0.00
Hauling	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	0.00

3.10. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.08	2.26	< 0.005	0.10	—	0.10	0.09	—	0.09	—	349	349	0.01	< 0.005	—	350
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	125	125	0.01	< 0.005	—	126
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.7	20.7	< 0.005	< 0.005	—	20.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	138	138	0.01	< 0.005	0.51	140
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	47.7	47.7	< 0.005	< 0.005	0.08	48.4
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	7.90	7.90	< 0.005	< 0.005	0.01	8.01
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	0.77	6.40	7.70	0.01	0.25	—	0.25	0.23	—	0.23	—	1,069	1,069	0.04	0.01	—	1,073
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.15	1.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	192	192	0.01	< 0.005	—	193
Architectural Coatings	—	1.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.21	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Architectural Coatings	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.21	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	268	268	0.01	0.01	0.03	271
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	49.0	49.0	< 0.005	< 0.005	0.08	49.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.11	8.11	< 0.005	< 0.005	0.01	8.21
Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	0.77	6.40	7.70	0.01	0.25	—	0.25	0.23	—	0.23	—	1,069	1,069	0.04	0.01	—	1,073
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.15	1.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	192	192	0.01	< 0.005	—	193
Architectural Coatings	—	1.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.21	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Architectural Coatings	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.21	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	268	268	0.01	0.01	0.03	271
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	49.0	49.0	< 0.005	< 0.005	0.08	49.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.11	8.11	< 0.005	< 0.005	0.01	8.21
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.18	7.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,068	1,068	0.04	0.01	—	1,072

Architect Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.73	0.90	< 0.005	0.03	—	0.03	0.02	—	0.02	—	125	125	0.01	< 0.005	—	126
Architectural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.13	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	263	263	0.01	0.01	0.02	266
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.3	31.3	< 0.005	< 0.005	0.05	31.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.18	5.18	< 0.005	< 0.005	0.01	5.25
Vendor	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	0.00
Hauling	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	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.18	7.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,068	1,068	0.04	0.01	—	1,072
Architectural Coatings	—	6.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.73	0.90	< 0.005	0.03	—	0.03	0.02	—	0.02	—	125	125	0.01	< 0.005	—	126
Architectural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.13	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	263	263	0.01	0.01	0.02	266
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.3	31.3	< 0.005	< 0.005	0.05	31.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.18	5.18	< 0.005	< 0.005	0.01	5.25
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.25	2.05	1.45	16.9	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	4,164	4,164	0.20	0.16	12.7	4,231
Regional Shopping Center	0.42	0.39	0.21	2.26	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	486	486	0.03	0.02	1.45	495
Enclosed Parking with Elevator	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	0.00
Total	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.23	2.02	1.58	15.6	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	3,991	3,991	0.21	0.17	0.33	4,048
Regional Shopping Center	0.41	0.39	0.23	2.18	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	466	466	0.03	0.02	0.04	474

Enclosed Parking with Elevator	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	0.00
Total	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.38	0.35	0.28	2.78	0.01	< 0.005	0.26	0.26	< 0.005	0.05	0.05	—	636	636	0.03	0.03	0.86	645
Regional Shopping Center	0.06	0.05	0.03	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.3	57.3	< 0.005	< 0.005	0.08	58.4
Enclosed Parking with Elevator	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	0.00
Total	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.25	2.05	1.45	16.9	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	4,164	4,164	0.20	0.16	12.7	4,231
Regional Shopping Center	0.42	0.39	0.21	2.26	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	486	486	0.03	0.02	1.45	495
Enclosed Parking with Elevator	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	0.00

Total	2.67	2.44	1.66	19.2	0.05	0.03	1.67	1.70	0.03	0.30	0.32	—	4,650	4,650	0.23	0.19	14.2	4,725
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.23	2.02	1.58	15.6	0.04	0.03	1.50	1.52	0.02	0.27	0.29	—	3,991	3,991	0.21	0.17	0.33	4,048
Regional Shopping Center	0.41	0.39	0.23	2.18	< 0.005	< 0.005	0.17	0.17	< 0.005	0.03	0.03	—	466	466	0.03	0.02	0.04	474
Enclosed Parking with Elevator	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	0.00
Total	2.64	2.41	1.81	17.8	0.04	0.03	1.67	1.70	0.03	0.30	0.32	—	4,457	4,457	0.24	0.20	0.37	4,522
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.38	0.35	0.28	2.78	0.01	< 0.005	0.26	0.26	< 0.005	0.05	0.05	—	636	636	0.03	0.03	0.86	645
Regional Shopping Center	0.06	0.05	0.03	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.3	57.3	< 0.005	< 0.005	0.08	58.4
Enclosed Parking with Elevator	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	0.00
Total	0.44	0.40	0.31	3.08	0.01	< 0.005	0.28	0.29	< 0.005	0.05	0.05	—	693	693	0.04	0.03	0.94	704

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	9.73	9.73	< 0.005	< 0.005	—	9.78

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	38.8	38.8	< 0.005	< 0.005	—	39.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	173	173	0.01	< 0.005	—	174

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	752	752	0.05	0.01	—	755
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	58.8	58.8	< 0.005	< 0.005	—	59.1

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	235	235	0.02	< 0.005	—	236
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,045	1,045	0.07	0.01	—	1,050
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	9.73	9.73	< 0.005	< 0.005	—	9.78
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	38.8	38.8	< 0.005	< 0.005	—	39.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	173	173	0.01	< 0.005	—	174

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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

Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.7	63.7	0.01	< 0.005	—	63.9
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.82
Enclosed Parking with Elevator	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
Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.5	64.5	0.01	< 0.005	—	64.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	385	385	0.03	< 0.005	—	386
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.93	4.93	< 0.005	< 0.005	—	4.94
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.31	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	390	390	0.03	< 0.005	—	391
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.7	63.7	0.01	< 0.005	—	63.9
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.82	0.82	< 0.005	< 0.005	—	0.82

Enclosed Parking with Elevator	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
Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.5	64.5	0.01	< 0.005	—	64.7

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.86	0.08	8.47	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Total	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	24.6	24.6	< 0.005	< 0.005	—	24.6
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.83	2.83	< 0.005	< 0.005	—	2.84
Total	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.86	0.08	8.47	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0

Total	1.12	3.38	1.79	9.19	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,191	2,191	0.04	< 0.005	—	2,193
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.20	0.10	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Consumer Products	—	2.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.20	2.52	1.71	0.73	0.01	0.14	—	0.14	0.14	—	0.14	0.00	2,166	2,166	0.04	< 0.005	—	2,168
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	24.6	24.6	< 0.005	< 0.005	—	24.6
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.83	2.83	< 0.005	< 0.005	—	2.84
Total	0.12	0.55	0.03	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	27.4	27.4	< 0.005	< 0.005	—	27.4

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.43	9.71	11.1	0.15	< 0.005	—	15.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.07	0.47	0.54	0.01	< 0.005	—	0.78

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.64	58.7	67.3	0.89	0.02	—	96.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.43	2.86	3.29	0.04	< 0.005	—	4.70

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.07	61.5	70.6	0.93	0.02	—	101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.43	9.71	11.1	0.15	< 0.005	—	15.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.07	0.47	0.54	0.01	< 0.005	—	0.78
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.50	10.2	11.7	0.15	< 0.005	—	16.7

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.98	0.00	7.98	0.80	0.00	—	27.9
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.28	0.00	0.28	0.03	0.00	—	0.98
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.2	0.00	48.2	4.82	0.00	—	169
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.94
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.9	0.00	49.9	4.99	0.00	—	175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.98	0.00	7.98	0.80	0.00	—	27.9

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.28	0.00	0.28	0.03	0.00	—	0.98
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.26	0.00	8.26	0.83	0.00	—	28.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.74	0.74

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/1/2024	4/1/2024	5.00	22.0	Demolition of 6,681.5 square feet of building and 10,000 sq ft. parking lot
Grading/Excavation	Grading	4/2/2024	7/2/2024	5.00	66.0	20,700 cubic yards of export
Concrete Structure	Building Construction	7/3/2024	3/31/2025	5.00	194	—
Framing & MEP Rough-in	Paving	4/1/2025	9/30/2025	5.00	131	—
Final Inspection, punchlist, Drywall Finishing	Architectural Coating	10/1/2025	3/1/2026	5.00	108	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Concrete Structure	Air Compressors	Diesel	Average	1.00	6.00	367	0.29
Concrete Structure	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	84.0	0.37

Framing & MEP Rough-in	Air Compressors	Diesel	Average	2.00	6.00	10.0	0.56
Framing & MEP Rough-in	Cranes	Diesel	Average	1.00	4.00	81.0	0.42
Framing & MEP Rough-in	Forklifts	Diesel	Average	1.00	6.00	36.0	0.38
Final Inspection, punchlist, Drywall Finishing	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Demolition	Crushing/Proc. Equipment	Gasoline	Average	1.00	1.00	12.0	0.85
Demolition	Dumpers/Tenders	Diesel	Average	1.00	6.00	16.0	0.38
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading/Excavation	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Grading/Excavation	Dumpers/Tenders	Diesel	Average	2.00	7.00	16.0	0.38
Grading/Excavation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Grading/Excavation	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Final Inspection, punchlist, Drywall Finishing	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Final Inspection, punchlist, Drywall Finishing	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Final Inspection, punchlist, Drywall Finishing	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20

Final Inspection, punchlist, Drywall Finishing	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Final Inspection, punchlist, Drywall Finishing	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Concrete Structure	Air Compressors	Diesel	Average	1.00	6.00	367	0.29
Concrete Structure	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	84.0	0.37
Framing & MEP Rough-in	Air Compressors	Diesel	Average	2.00	6.00	10.0	0.56
Framing & MEP Rough-in	Cranes	Diesel	Average	1.00	4.00	81.0	0.42
Framing & MEP Rough-in	Forklifts	Diesel	Average	1.00	6.00	36.0	0.38
Final Inspection, punchlist, Drywall Finishing	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Demolition	Crushing/Proc. Equipment	Gasoline	Average	1.00	1.00	12.0	0.85
Demolition	Dumpers/Tenders	Diesel	Average	1.00	6.00	16.0	0.38
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading/Excavation	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56

Grading/Excavation	Dumpers/Tenders	Diesel	Average	2.00	7.00	16.0	0.38
Grading/Excavation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading/Excavation	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Grading/Excavation	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Concrete Structure	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Concrete Structure	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Final Inspection, punchlist, Drywall Finishing	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Final Inspection, punchlist, Drywall Finishing	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Final Inspection, punchlist, Drywall Finishing	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Final Inspection, punchlist, Drywall Finishing	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Final Inspection, punchlist, Drywall Finishing	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	8.73	20.0	HHDT

Demolition	Onsite truck	—	—	HHDT
Grading/Excavation	—	—	—	—
Grading/Excavation	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading/Excavation	Vendor	—	10.2	HHDT,MHDT
Grading/Excavation	Hauling	39.2	20.0	HHDT
Grading/Excavation	Onsite truck	—	—	HHDT
Concrete Structure	—	—	—	—
Concrete Structure	Worker	102	18.5	LDA,LDT1,LDT2
Concrete Structure	Vendor	19.0	10.2	HHDT,MHDT
Concrete Structure	Hauling	0.00	20.0	HHDT
Concrete Structure	Onsite truck	—	—	HHDT
Framing & MEP Rough-in	—	—	—	—
Framing & MEP Rough-in	Worker	10.0	18.5	LDA,LDT1,LDT2
Framing & MEP Rough-in	Vendor	—	10.2	HHDT,MHDT
Framing & MEP Rough-in	Hauling	0.00	20.0	HHDT
Framing & MEP Rough-in	Onsite truck	—	—	HHDT
Final Inspection, punchlist, Drywall Finishing	—	—	—	—
Final Inspection, punchlist, Drywall Finishing	Worker	20.4	18.5	LDA,LDT1,LDT2
Final Inspection, punchlist, Drywall Finishing	Vendor	—	10.2	HHDT,MHDT
Final Inspection, punchlist, Drywall Finishing	Hauling	0.00	20.0	HHDT
Final Inspection, punchlist, Drywall Finishing	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	8.73	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading/Excavation	—	—	—	—
Grading/Excavation	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading/Excavation	Vendor	—	10.2	HHDT,MHDT
Grading/Excavation	Hauling	39.2	20.0	HHDT
Grading/Excavation	Onsite truck	—	—	HHDT
Concrete Structure	—	—	—	—
Concrete Structure	Worker	102	18.5	LDA,LDT1,LDT2
Concrete Structure	Vendor	19.0	10.2	HHDT,MHDT
Concrete Structure	Hauling	0.00	20.0	HHDT
Concrete Structure	Onsite truck	—	—	HHDT
Framing & MEP Rough-in	—	—	—	—
Framing & MEP Rough-in	Worker	10.0	18.5	LDA,LDT1,LDT2
Framing & MEP Rough-in	Vendor	—	10.2	HHDT,MHDT
Framing & MEP Rough-in	Hauling	0.00	20.0	HHDT
Framing & MEP Rough-in	Onsite truck	—	—	HHDT
Final Inspection, punchlist, Drywall Finishing	—	—	—	—
Final Inspection, punchlist, Drywall Finishing	Worker	20.4	18.5	LDA,LDT1,LDT2
Final Inspection, punchlist, Drywall Finishing	Vendor	—	10.2	HHDT,MHDT
Final Inspection, punchlist, Drywall Finishing	Hauling	0.00	20.0	HHDT

Final Inspection, punchlist, Drywall Finishing	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Final Inspection, punchlist, Drywall Finishing	205,452	68,484	4,683	1,561	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	16,682	—
Grading/Excavation	—	20,700	0.00	0.00	—
Framing & MEP Rough-in	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Regional Shopping Center	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	658	594	495	228,396	5,378	4,854	4,044	1,866,140
Regional Shopping Center	113	138	63.3	40,041	449	613	281	163,707
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	658	594	495	228,396	5,378	4,854	4,044	1,866,140
Regional Shopping Center	113	138	63.3	40,041	449	613	281	163,707
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	103
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0

Gas Fireplaces	103
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
205452.44999999998	68,484	4,683	1,561	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	397,303	690	0.0489	0.0069	1,200,968
Regional Shopping Center	31,084	690	0.0489	0.0069	15,373
Enclosed Parking with Elevator	124,032	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	397,303	690	0.0489	0.0069	1,200,968
Regional Shopping Center	31,084	690	0.0489	0.0069	15,373
Enclosed Parking with Elevator	124,032	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,510,130	58,297
Regional Shopping Center	222,218	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,510,130	58,297
Regional Shopping Center	222,218	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	0.00
Regional Shopping Center	3.15	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	0.00
Regional Shopping Center	3.15	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	88.8
AQ-DPM	62.9
Drinking Water	92.5
Lead Risk Housing	72.5
Pesticides	0.00
Toxic Releases	75.6
Traffic	97.7
Effect Indicators	—
CleanUp Sites	44.2
Groundwater	43.8
Haz Waste Facilities/Generators	66.6
Impaired Water Bodies	66.7
Solid Waste	0.00
Sensitive Population	—
Asthma	63.7
Cardio-vascular	60.6
Low Birth Weights	38.7
Socioeconomic Factor Indicators	—
Education	68.2
Housing	87.2
Linguistic	77.1
Poverty	68.5
Unemployment	40.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.67842936
Employed	75.70896959
Median HI	27.51186963
Education	—
Bachelor's or higher	70.21686129
High school enrollment	1.231874759
Preschool enrollment	85.15334274
Transportation	—
Auto Access	16.15552419
Active commuting	87.91222892
Social	—
2-parent households	59.97690235
Voting	21.62196843
Neighborhood	—
Alcohol availability	13.02450917
Park access	32.10573592
Retail density	85.87193635
Supermarket access	94.25125112
Tree canopy	60.5800077
Housing	—
Homeownership	15.97587579
Housing habitability	6.03105351
Low-inc homeowner severe housing cost burden	9.611189529

Low-inc renter severe housing cost burden	37.66200436
Uncrowded housing	14.5515206
Health Outcomes	—
Insured adults	31.25882202
Arthritis	84.5
Asthma ER Admissions	36.7
High Blood Pressure	74.3
Cancer (excluding skin)	71.8
Asthma	65.7
Coronary Heart Disease	74.7
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	48.6
Life Expectancy at Birth	82.7
Cognitively Disabled	78.9
Physically Disabled	65.4
Heart Attack ER Admissions	51.2
Mental Health Not Good	45.5
Chronic Kidney Disease	64.9
Obesity	46.0
Pedestrian Injuries	81.7
Physical Health Not Good	45.1
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	45.9
No Leisure Time for Physical Activity	48.5
Climate Change Exposures	—

Wildfire Risk	92.7
SLR Inundation Area	0.0
Children	25.4
Elderly	68.4
English Speaking	22.5
Foreign-born	85.2
Outdoor Workers	80.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.7
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	67.8
Other Decision Support	—
2016 Voting	39.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	84.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	5-story mixed use development with commercial on the ground floor and 2 level subterranean garage
Construction: Construction Phases	Phases include Demolition, Grading & Excavation, Concrete Structure, Framing & MEP Rough In, Drywall & Finishing and Final Inspection
Construction: Off-Road Equipment	Construction equipment forecast
Operations: Hearths	No woodstoves, no wood fireplaces

NOISE STUDY

2511 SUNSET MIXED-USE PROJECT

2511 W. Sunset Boulevard, Los Angeles, CA 90026

PREPARED FOR:

Gonzales Law Group
707 Wilshire Boulevard, Suite 4350
Los Angeles, CA 90017

PREPARED BY:

Meridian Consultants

860 Hampshire Road, Suite P
Westlake Village, CA 91361

DECEMBER 2023

Table of Contents

Attachment

Figures

Tables

EXECUTIVE SUMMARY

The Project site is located at 2511 Sunset Boulevard Avenue (APN 5402-015-004, 5402-015-005, 5402-012-006, and 5402-015-007) within the Silver Lake-Echo Park-Elysian Valley Community Plan Area in the City of Los Angeles (City), as shown in Figure 1: Project Site Location. The Project site is approximately 27,055 square feet (0.62 acres) in size and is currently developed with 6,681.5 square feet of commercial space, including a 4,336 square foot liquor store on the eastern portion of the site and a recycling center on the western portion of the site. The Project site is zoned [Q]C2-1VL (commercial zone that allows both commercial and high-density residential uses) with a General Plan Designation of Community Commercial. The Project site is surrounded by single- and multi-family uses along Elsinore Street to the north, Rampart Boulevard to the south, Coronado Street to the east, and Benton Way to the west.

The Project includes removal of the existing uses to construct a new five (5) story 121-unit mixed use building consisting of 3,603 square feet of commercial and 79 parking spaces provided in a 2-level subterranean garage.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Noise Study estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project. The report includes the categories and types of noise and vibration sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels. The findings of the analyses are as follows:

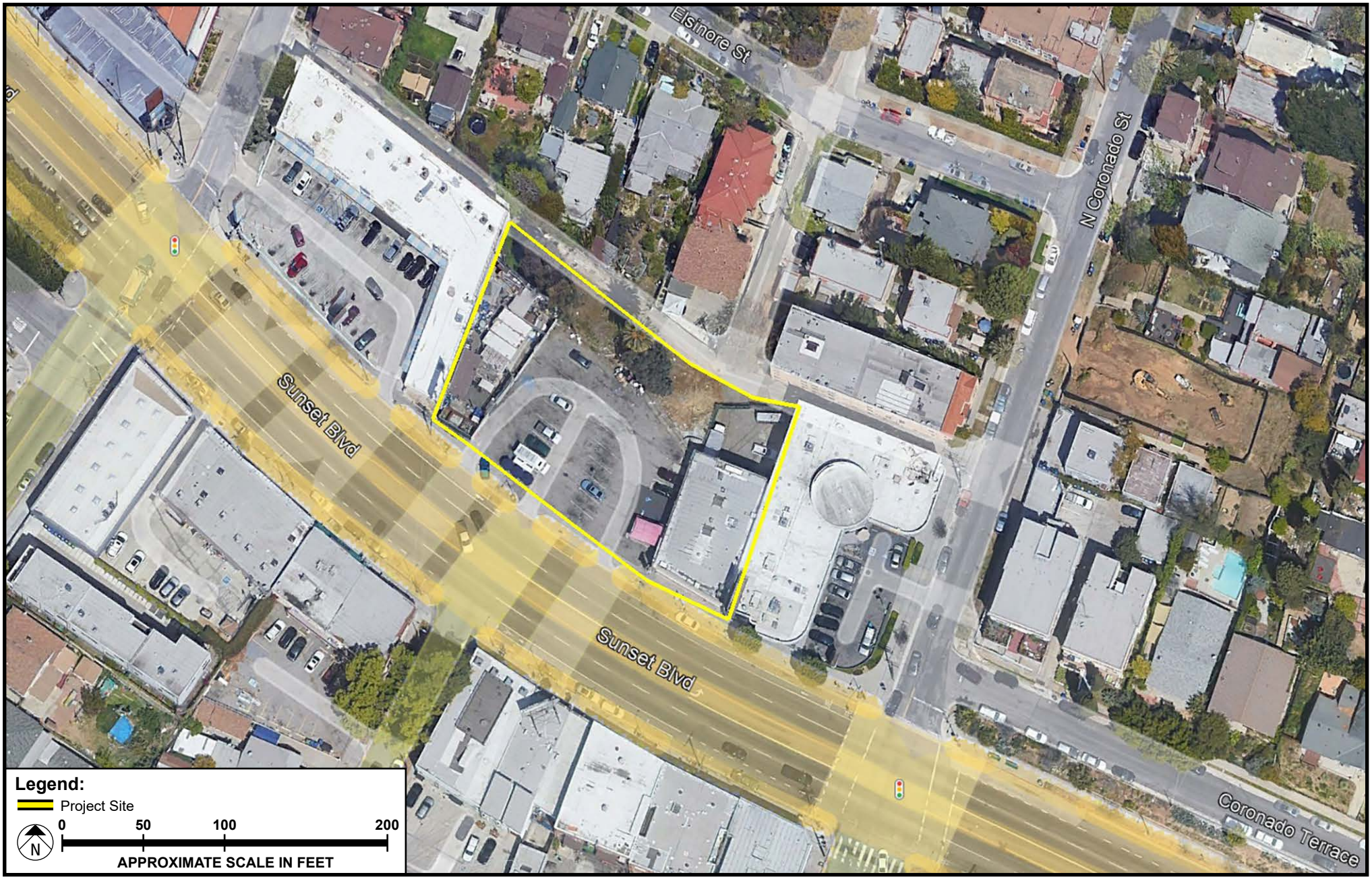
Construction activities would not result in short-term and temporary noise impacts to nearby noise-sensitive receptors due to on-site construction equipment and activities. Compliance with the City's Nosie Ordinance and standards established in the local general plan would ensure implementation of noise-attenuation techniques and placement of the construction-staging area, as well as situating earthmoving equipment away from noise-sensitive sites to reduce construction noise levels below the significance threshold.

Construction of the Project would generate sporadic, temporary vibration effects adjacent to the Project area but would not be expected to exceed the significance thresholds.

Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed recommended measures for each individual project and compliance with locally adopted and enforced noise ordinances. Given that construction activities would be required to comply with the City's allowable hours and would be temporary, construction-related noise would not be significant.

Noise associated with cumulative operational sources would not be significant.

Due to the rapid attenuation characteristics of groundborne vibration and the distance of the cumulative projects to the Project site, no potential exists for cumulative construction- or operational-related impacts with respect to groundborne vibration.



SOURCE: Google Earth - 2023

FIGURE **1**

Meridian Consultants

Project Site Location

330-002-22

Ambient Noise Levels

Short-term sound monitoring was conducted at seven (7) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 9:14 AM and 11:20 AM on January 11, 2023, and provided in Table 1: Ambient Noise Measurements. Figures 2-7: Noise Monitoring Locations depicts locations where ambient noise measurements were conducted. As shown in Table 1, ambient noise levels ranged from a low of 60.0 dBA (Leq-15minute) north of the Project site along the alleyway between N. Coronado Street and N. Benton Way (Site 3) to a high of 73.7 dBA (Leq-15minute) at the Project site along Sunset Boulevard (Site 1).

TABLE 1
AMBIENT NOISE MEASUREMENTS

Location Number/Description	Nearest Use	Time Period	Noise Source	dBA Leq-15-minute
1 At the Project site along Sunset Boulevard	Commercial	9:14 AM-9:29 AM	Vehicle and pedestrian traffic along Sunset Boulevard	73.7
2 Northeast of the Project site along N. Coronado Street	Residential	9:31 AM-9:46 AM	Vehicle and pedestrian traffic along Coronado Street	62.7
3 North of the Project site along the alleyway between N. Coronado Street and N. Benton Way	Residential	9:48 AM-10:03 AM	Vehicle and pedestrian traffic along alleyway	60.0
4 Northwest of the Project site along N. Benton Way	Residential	10:08 AM-10:23 AM	Vehicle and pedestrian traffic along Benton Way	63.3
5 North of the Project site along Elsinore Street	Residential	10:27 AM-10:42 AM	Vehicle and pedestrian traffic along Elsinore Street	64.4
6 East of the Project at the corner of Coronado Terrace and N. Coronado Street	Residential	10:45 AM - 11:00 AM	Vehicle and pedestrian traffic along Coronado Terrace	66.1
7 South of the Project site along N. Rampart Boulevard	Residential	11:05 AM-11:20 AM	Vehicle and pedestrian traffic along Rampart Boulevard	60.2

Source: Refer to Attachment A for noise monitoring data sheets.
Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Sensitive Uses

The vicinity of the Project site contains mixed-use, and commercial uses along Sunset Boulevard and single-family residential neighborhoods to the north and south. An overview of the surrounding land uses relative to the noise monitoring location in Table 1 above is provided below. Additionally, refer to Figure 9: Sensitive Receptor Map for location of the sensitive uses described below:

Noise Monitoring Site 1: Located at the Project site along Sunset Boulevard, sensitive uses include single- and multi-family uses to the north along the adjacent alleyway.

Noise Monitoring Site 2: Located northeast of the Project along N. Coronado Street, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 3: Located to the north of the Project site along the alleyway, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 4: Located to the northwest of the Project site along N. Benton Way, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 5: Located to the north of the Project site along Elsinore Street, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 6: Located to the east of the Project site at Coronado Terrace, sensitive uses include single- and multi-family uses.

Noise Monitoring Site 7: Located to the south of the Project site along N. Rampart Boulevard, sensitive uses include single- and multi-family uses.

Vibration Conditions

Based on field observations, the primary source of existing ground-borne vibration in the vicinity of the Project site is vehicle traffic on local roadways. According to the Federal Transit Administration,[1] typical road traffic-induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

1 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA report no. 0123 (September 2018), https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed January 2023.

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **2**

Meridian Consultants

Noise Monitoring Location (Site 1)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **3**

Meridian Consultants

Noise Monitoring Location (Site 2)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **4**

Meridian Consultants

Noise Monitoring Location (Site 3)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **5**

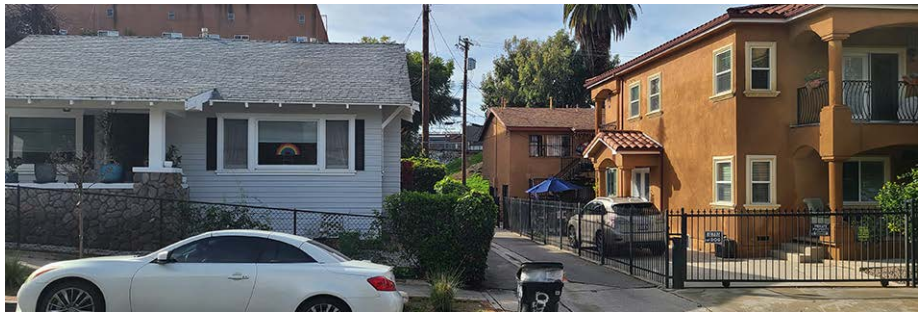
Meridian Consultants

Noise Monitoring Location (Site 4)

330-002-22

North

West



South

East

SOURCE: Google Earth - 2023

FIGURE **6**

Meridian Consultants

Noise Monitoring Location (Site 5)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **7**

Meridian Consultants

Noise Monitoring Location (Site 6)

330-002-22

North

West

South

East

SOURCE: Google Earth - 2023

FIGURE **8**

Meridian Consultants

Noise Monitoring Location (Site 7)

330-002-22

SOURCE: Google Earth - 2023

FIGURE **9**

Meridian Consultants

Sensitive Receptor Map

330-002-22

Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants on January 11, 2023, at seven (7) locations within the Project area vicinity, as shown in Figure 2 through 8. Noise-level monitoring was conducted for 15-minute intervals at each location using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as "precision," "general-purpose," and "survey" meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

Construction

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As such, for purposes of this analysis, project construction is assumed to begin March 2024 and is expected to last until March 2026. Construction would occur over five phases: (1) demolition, (2) grading/excavation, (3) concrete structure, (4) framing & MEP rough-In, and (5) final Inspection, punchlist, and drywall finishing.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. Based on CalEEMod, the construction workforce would consist of approximately 10 worker trips per day and 9 haul trip per day during demolition; 18 worker trips per day and 39 haul trips per day during grading/excavation; 102 worker trips per day and 19 vendor trip per day during concrete structure; 10 worker trips per day during framing & MEP rough-in; and 20 worker trips per day during final inspection, punchlist, and drywall finishing.

On-Site Construction Equipment

Construction activities typically generate noise from the operation of equipment within the Project Site that is required for the construction of various facilities. Noise impacts from on-site construction equipment, as well as the on-site staging of construction trucks, were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby noise-sensitive receptor locations. Actual construction noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate construction noise levels, hourly activity, or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model.[2]

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. As such, an inventory of construction equipment, including the number and types of equipment, which is analytically assumed to be operating simultaneously within the Project Site was conservatively identified by the Applicant for each phase/component of construction and shown in Table 2: Construction Equipment by Phase. Practically, it is highly unlikely that all pieces of construction equipment identified in Table 2 would operate simultaneously in any specific location during construction. Crawler tractors, graders and dozers can disturb 0.5 acres per day and scraper can disturb 1 acre per day.[3] Therefore, equipment is generally operated only when needed and space constraints (0.62 acre site) limit the equipment that can be used at any one time in a specific location. Consequently, this modeling is considered a conservative approach to calculate the maximum noise levels that would be generated.

The calculated average noise levels provided in Table 2 were inputted into the noise model SoundPLAN,[4] which generates computer simulations of noise propagation from sources such as construction noise. SoundPLAN forecasts noise levels at specific receptors using sound power data and three-dimensional topographical data.

Construction noise levels have been calculated at each of the analyzed sensitive receptors during each of the construction phases. As detailed in the FHWA Construction Noise Handbook, noise levels generated by on-site construction equipment can be reduced via specific noise control measures including the following: (1) muffler requirements; (2) equipment modifications that reduce noise levels; and (3) maintenance and operational requirements. These noise control measures can be used separately or in combination in order to reduce the noise levels generated by on-site construction equipment.

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2 U.S. Department of Transportation, FHWA Roadway Construction Noise Model Final Report, January 2006, accessed January 2023, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

3 CalEEMod User Guide, Appendix A: Calculation Details for CalEEMod, http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-a2020-4-0.pdf?sfvrsn=6, accessed May 2023.

4 SoundPLAN model is in compliance with ISO 9613-2 standards for assessing attenuation of sound propagating outdoors and general calculation method.

TABLE 2
CONSTRUCTION EQUIPMENT BY PHASE

Construction Phase	Equipment Type	Quantity	Usage Hours (per day)	Noise Level at 50 feet (dBA Leq-1hour)	Calculated Average Noise Level (dBA Leq-1hour)
Demolition	Concrete/Industrial Saws	1	8	82.6	86.1
	Crushing/Proc. Equipment	1	1	72.5	
	Dumpers/Tenders	1	6	82.0	
	Excavators	1	8	76.7	
Grading/Excavation	Bore/Drill Rigs	1	6	72.2	85.4
	Cement and Mortar Mixers	1	6	74.8	
	Dumpers/Tenders	2	7	75.5	
	Excavators	1	8	76.7	
	Forklifts	1	8	82.0	
	Generator Sets	1	8	77.6	
Concrete Structure	Air Compressors	1	6	73.7	87.8
	Cement and Mortar Mixers	1	6	74.8	
	Concrete/Industrial Saws	1	8	82.6	
	Forklifts	1	6	82.0	
	Generator Sets	1	8	77.6	
	Pumps	1	8	89.1	
Framing & MEP Rough-In	Air Compressors	2	6	76.7	83.5
	Cranes	1	4	72.6	
	Forklifts	1	6	82.0	
Final Inspection, Punchlist, Drywall Finishing	Air Compressors	2	6	76.7	88.0
	Cement and Mortar Mixers	2	6	77.8	
	Concrete Industrial Saws	1	8	82.6	
	Forklifts	1	6	82.0	
	Pavers	1	8	74.2	
	Pressure Washers	1	8	82.0	

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Refer to Attachment B for construction noise worksheets.

Most on-site construction-related noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. Reducing noise from this source can be achieved via muffler systems. This noise control strategy would include the replacement of worn mufflers and retrofitting on-site construction equipment where mufflers are not in use. Using muffler systems on on-site construction equipment reduces construction noise levels by 10 dBA or more.[5]

Another effective method of diminishing noise levels associated with individual pieces of construction equipment is by modifying the equipment. Modifications such as the dampening of metal surfaces is effective in reducing on-site construction equipment noise levels. These modifications are typically done by the manufacturer or with factory assistance. Noise reductions of up to 5 dBA are achieved using dampening materials.[6]

Other temporary abatement techniques include the use of temporary and/or moveable shielding for both specific and nonspecific operations. Some mobile shielding is capable of being moved intact or being repeatedly erected and dismantled to shield a moving operation. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily moveable, temporary noise barrier system. To be effective, the length of a barrier should be greater than its height, the noise source should not be visible, and any barrier should be located as close as possible to either the noise source or the receiver. In addition, providing increased distance between a noise source and a noise receiver can also be considered a form of abatement.

Additionally, faulty or damaged mufflers, loose engine parts, rattling screws, bolts, or metal plates all contribute to increasing the noise level of on-site construction equipment. By regularly inspecting on-site construction equipment for these conditions and making adjustments to the equipment as necessary can also reduce noise levels generated by on-site construction equipment.

Construction Traffic Noise

The analysis of off-site construction traffic noise impacts focuses on: (1) identifying major roadways that may be used for construction worker commute routes or truck haul routes; (2) identifying the nature and location of noise-sensitive receptors along those routes; and (3) evaluating the traffic characteristics along those routes, specifically as related to existing traffic volumes.

Construction Equipment Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through

5 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, Accessed January 2023.

6 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed January 2023, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment are taken from the FTA *Transit Noise and Vibration Impact Assessment Manual.*[7] Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity.

The vibration source levels for various types of equipment are based on data provided by the FTA.

7 FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018, accessed January 2023, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and groundborne vibration if it would result in:

Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Generation of excessive groundborne vibration or groundborne noise levels?

Appendix G of the State CEQA Guidelines also includes:

For a project located within the vicinity of a private airstrip or 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?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

Construction Noise

A Project would normally have a significant impact on noise levels from construction activities lasting more than 10 days in a three month period or occurring during the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday if construction activities cause the exterior ambient noise level to increase by 5 dBA or more at a noise-sensitive use.

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is only required where "technically feasible."[8] Section 41.40 of the City's Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

8 In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

Operational Noise

Operational noise impacts are evaluated for Project-related off-site roadway traffic noise impacts and on-site stationary source noise from on-site activities and equipment.

- The Project would cause any ambient noise levels to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category; or
- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA CNEL or greater; or
- Project-related operational (i.e., nonroadway) noise sources, such as outdoor activities, building mechanical/electrical equipment, outdoor activities, loading, trash compactor, or parking facilities, increase ambient noise level (hourly Leq) at noise sensitive uses by 5 dBA.

The significance criterion used in the noise analysis for the on-site operations presented below is an increase in the ambient noise level of 5 dBA (hourly Leq) at the noise-sensitive uses, in accordance with the City's Noise Regulations (LAMC Chapter XI). The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the significance criteria for off-site traffic noise associated with Project operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the land use category) at noise-sensitive uses. In addition, the significance for composite noise levels (on-site and off-site sources) is an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on the land use category) for the Project's composite noise (both Project-related on-site and off-site sources) at noise-sensitive uses.

Groundborne Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*[9] is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

9 Caltrans, Transportation and Construction Vibration Guidance Manual (September 2013), https://cityofdavis.org/home/showdocument?id=4521. Accessed January 2023.

Construction

Noise from construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project site. Each construction phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required. The construction equipment reference noise levels provided in Table 2 above, are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation.[10] During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on equipment operating simultaneously within each phase. These noise levels are typically associated with multiple pieces of equipment operating simultaneously. The estimated construction noise levels were calculated for each of the analyzed receptors (refer to Figure 9) during each of the construction phases. Given the physical size of the Project site and logistical limitations, the noise-generating equipment was presumed to be located at the construction area nearest to the affected receptors to present a conservative impact analysis.

Table 3: Maximum Noise Impacts Associated With On-Site Construction Activities presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time as well as operating throughout the construction site (i.e., most of the time construction equipment would be operating at distances further away from the off-site receptors than that assumed). As such, Project construction would often generate lower noise levels than reported herein. As shown, average noise levels during construction would result in a maximum increase of 17.8 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels during the concrete structure phase at adjacent residential uses (Site 3) without implementation of the noise control measures mentioned above.

10 Federal Highway Administration, Traffic Noise Model (2006).

TABLE 3
CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site`	Ambient Noise Levels	Calculated Noise Level (Leq-1hour) by Construction Phase					Significance Threshold[2]	Maximum Increase Above Significance Threshold
		Demolition	Grading/Excavation	Concrete Structure	Framing & MEP Rough-In	Final Inspection, Punchlist, Drywall Finishing		
Site 2	62.7	81.1	80.4	81.8	77.5	76.7	67.7	+14.1
Site 3	60.0	82.3	81.7	82.8	78.5	78.2	65.0	+17.8
Site 4	63.3	83.2	82.5	83.3	79.0	80.3	68.3	+15.0
Site 5	64.4	63.7	63.0	64.8	60.5	55.5	69.4	-4.6
Site 6	66.1	63.3	62.6	64.4	60.1	58.9	71.1	-6.7
Site 7	60.2	59.9	59.3	61.1	56.8	54.4	65.2	-4.1

Refer to Attachment B for Construction Noise Worksheets.

Note:

[1] Site 1 located at the Project site thus excluded from this analysis.

[2] Ambient noise level plus 5 dBA.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.[11] Additionally, a noise barrier can achieve a 5 dBA noise level reduction, when it is tall enough to break the line-of-sight to the sensitive receiver. It can achieve approximately 1.5 dBA of additional noise level reduction for each meter of barrier height. Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 1.5 dBA. Implementation of these regulatory compliance noise control practices would result in a minimum reduction of 18 dBA (Leq-1hour). Therefore, construction noise levels would not result in a 5 dBA increase or more over ambient noise levels with implementation of basic noise control measures. Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, impacts from construction noise levels would not be considered significant.

Off-Site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. At the maximum, approximately 19 hauling trips per day would take place during the grading/excavation phase. Haul truck traffic would take the most direct route to the freeway ramp along Sunset Boulevard, which is expected to be west on Sunset Boulevard and then south on Silver Lake Boulevard. Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 50.0 to 54.9 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As shown in Table 1, existing noise levels ranged from 60.0 dBA to 73.7 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

11 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

Construction Vibration

Pile driving would not be required during construction. As shown in Table 4: On-Site Construction Vibration Impacts-Building Damage, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV for reinforced-concrete, steel, or timber building at the adjacent residential uses. Impacts related to building damage from on-site construction vibration would not be considered significant.

TABLE 4
ON-SITE CONSTRUCTION VIBRATION IMPACTS - BUILDING DAMAGE

Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment			Significance Threshold (PPV ips)
		Loaded Trucks	Jackhammer	Small bulldozer	
2	Residential	0.164	0.075	0.006	0.5
3	Residential	0.076	0.035	0.003	0.5
4	Residential	0.007	0.003	0.000	0.5
5	Residential	0.003	0.002	0.000	0.5
6	Residential	0.005	0.002	0.000	0.5
7	Residential	0.003	0.001	0.000	0.5

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment. Refer to Attachment C for construction vibration worksheets.

Operation

Fixed Mechanical Equipment Noise

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in Section 112.02 of the LAMC, which prohibits equipment from causing more than a 5 dBA increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

CUMULATIVE

Noise from construction of the Project plus related projects would be localized, thereby potentially affecting areas immediately within 500 feet from each projects' construction site. Due to distance attenuation (more than 500 feet away) and intervening structures, construction noise from one site would not result in noticeable increase in noise at sensitive receptors near another site, precluding a cumulative noise impact. It is expected that, as with the Project, related projects would implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. Therefore, the combined construction-noise impacts of related projects within 500 feet and the Project's contribution would not cause a significant cumulative impact.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that these projects would be required to adhere to the City's noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed 2511 Sunset Mixed-Use Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Sincerely,

Christ Kirikian, INCE
Principal | Director of Air Quality & Acoustics
ckirikian@meridianconsultantsllc.com

ATTACHMENT A

Noise Monitoring Data Sheets

Monitoring Location: Site 1
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**73.7**

Monitoring Location: Site 2
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**2.7**

Monitoring Location: Site 3
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**0.0**

Monitoring Location: Site
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**3.3**

Monitoring Location: Site 5
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq .

Monitoring Location: Site
Monitoring Date: 1/11/2023

Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**.1**

Monitoring Location: Site 7
Monitoring Date: 1/11/2023

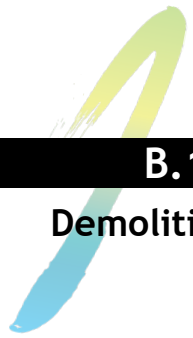
Monitoring Period

Time	LAeq	LASmax	LASmin

15-minute LAeq	**0.2**

ATTACHMENT B

Construction Noise Worksheets



B.1

Demolition

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 2	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	15	0
Dump Truck	No	40		76.5	15	0
Excavator	No	40		80.7	15	0
All Other Equipment :	No	50	85		15	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	96.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	25	0
Dump Truck	No	40		76.5	25	0
Excavator	No	40		80.7	25	0
All Other Equipment >	No	50	85		25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	86.7	82.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	92.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	120	0
Dump Truck	No	40		76.5	120	0
Excavator	No	40		80.7	120	0
All Other Equipment >	No	50	85		120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	195	0
Dump Truck	No	40		76.5	195	0
Excavator	No	40		80.7	195	0
All Other Equipment >	No	50	85		195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	68.9	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	155	0
Dump Truck	No	40		76.5	155	0
Excavator	No	40		80.7	155	0
All Other Equipment >	No	50	85		155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	70.9	66.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	225	0
Dump Truck	No	40		76.5	225	0
Excavator	No	40		80.7	225	0
All Other Equipment >	No	50	85		225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
At 50	eet Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Dump Truck	No	40		76.5	50	0
Excavator	No	40		80.7	50	0
All Other Equipment :	No	50	85		50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	86.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.2

Grading Excavation

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc rading/Excavation

				---- Receptor #1 ----
		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Drill Rig Truck	No	20		79.1	15	0
Concrete Mixer Truck	No	40		78.8	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Excavator	No	40		80.7	15	0
All Other Equipment :	No	50	85		15	0
enerator	No	50		80.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	86.9	82.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	91.1	88.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.5	95.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Drill Rig Truck	No	20		79.1	25	0
Concrete Mixer Truck	No	40		78.8	25	0
Dump Truck	No	40		76.5	25	0
Dump Truck	No	40		76.5	25	0
Excavator	No	40		80.7	25	0
All Other Equipment >	No	50	85		25	0
enerator	No	50		80.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	85.2	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	82.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	86.7	82.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	86.7	83.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	91.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Drill Rig Truck	No	20		79.1	120	0
Concrete Mixer Truck	No	40		78.8	120	0
Dump Truck	No	40		76.5	120	0
Dump Truck	No	40		76.5	120	0
Excavator	No	40		80.7	120	0
All Other Equipment >	No	50	85		120	0
enerator	No	50		80.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	71.5	64.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	68.8	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	77.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	195	0
Concrete Mixer Truck	No	40		78.8	195	0
Dump Truck	No	40		76.5	195	0
Dump Truck	No	40		76.5	195	0
Excavator	No	40		80.7	195	0
All Other Equipment :	No	50	85		195	0
enerator	No	50		80.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	67.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	68.9	64.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	68.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.2	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	155	0
Concrete Mixer Truck	No	40		78.8	155	0
Dump Truck	No	40		76.5	155	0
Dump Truck	No	40		76.5	155	0
Excavator	No	40		80.7	155	0
All Other Equipment >	No	50	85		155	0
enerator	No	50		80.6	155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	69.3	62.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	70.9	66.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	70.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	75.2	75.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Drill Rig Truck	No	20		79.1	225	0
Concrete Mixer Truck	No	40		78.8	225	0
Dump Truck	No	40		76.5	225	0
Dump Truck	No	40		76.5	225	0
Excavator	No	40		80.7	225	0
All Other Equipment >	No	50	85		225	0
enerator	No	50		80.6	225	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	66.1	59.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	63.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	67.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.9	72.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 eet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drill Rig Truck	No	20		79.1	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Dump Truck	No	40		76.5	50	0
Dump Truck	No	40		76.5	50	0
Excavator	No	40		80.7	50	0
All Other Equipment :	No	50	85		50	0
enerator	No	50		80.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drill Rig Truck	79.1	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	85.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.3

Concrete Structure

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc Concrete Structure

		Baselines (dBA)			---- Receptor #1 ----
Descriptio	Land Use	Daytime	Evening	Night	
Site 2	Residentia	55	55	55	

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	15	0
Concrete Mixer Truck	No	40		78.8	15	0
All Other Equipment >	No	50	85		15	0
All Other Equipment >	No	50	85		15	0
Concrete Saw	No	20		89.6	15	0
enerator	No	50		80.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	91.1	88.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Concrete Mixer Truck	No	40		78.8	25	0
All Other Equipment >	No	50	85		25	0
All Other Equipment >	No	50	85		25	0
Concrete Saw	No	20		89.6	25	0
enerator	No	50		80.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	86.7	83.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	93.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Concrete Mixer Truck	No	40		78.8	120	0
All Other Equipment >	No	50	85		120	0
All Other Equipment >	No	50	85		120	0
Concrete Saw	No	20		89.6	120	0
enerator	No	50		80.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Concrete Mixer Truck	No	40		78.8	195	0
All Other Equipment >	No	50	85		195	0
All Other Equipment >	No	50	85		195	0
Concrete Saw	No	20		89.6	195	0
enerator	No	50		80.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	68.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Concrete Mixer Truck	No	40		78.8	155	0
All Other Equipment >	No	50	85		155	0
All Other Equipment >	No	50	85		155	0
Concrete Saw	No	20		89.6	155	0
enerator	No	50		80.6	155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	70.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0
Concrete Mixer Truck	No	40		78.8	225	0
All Other Equipment >	No	50	85		225	0
All Other Equipment >	No	50	85		225	0
Concrete Saw	No	20		89.6	225	0
enerator	No	50		80.6	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	67.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50	eet Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Concrete Mixer Truck	No	40		78.8	50	0
All Other Equipment >	No	50	85		50	0
All Other Equipment >	No	50	85		50	0
Concrete Saw	No	20		89.6	50	0
enerator	No	50		80.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
enerator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	87.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.4
Framing

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc raming MEP Rough In

				---- Receptor #1 ----
		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	15	0
Compressor (air)	No	40		77.7	15	0
Crane	No	16		80.6	15	0
All Other Equipment :	No	50	85		15	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment :	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Compressor (air)	No	40		77.7	25	0
Crane	No	16		80.6	25	0
All Other Equipment >	No	50	85		25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	93.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Compressor (air)	No	40		77.7	120	0
Crane	No	16		80.6	120	0
All Other Equipment >	No	50	85		120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Compressor (air)	No	40		77.7	195	0
Crane	No	16		80.6	195	0
All Other Equipment >	No	50	85		195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Compressor (air)	No	40		77.7	155	0
Crane	No	16		80.6	155	0
All Other Equipment >	No	50	85		155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0
Compressor (air)	No	40		77.7	225	0
Crane	No	16		80.6	225	0
All Other Equipment >	No	50	85		225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 eet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Compressor (air)	No	40		77.7	50	0
Crane	No	16		80.6	50	0
All Other Equipment >	No	50	85		50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	83.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

B.5

Final Inspection

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 1/6/2023
Case Desc inal Inspection/Punchlist, Drywall

				---- Receptor #1 ----
		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	55	55	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	15	0
Compressor (air)	No	40		77.7	15	0
Concrete Mixer Truck	No	40		78.8	15	0
Concrete Mixer Truck	No	40		78.8	15	0
All Other Equipment >	No	50	85		15	0
Paver	No	50		77.2	15	0
All Other Equipment >	No	50	85		15	0
Concrete Saw	No	20		89.6	15	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	88.1	84.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	89.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	87.7	84.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	95.5	92.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	100	93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	100	98.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Compressor (air)	No	40		77.7	25	0
Concrete Mixer Truck	No	40		78.8	25	0
Concrete Mixer Truck	No	40		78.8	25	0
All Other Equipment >	No	50	85		25	0
Paver	No	50		77.2	25	0
All Other Equipment >	No	50	85		25	0
Concrete Saw	No	20		89.6	25	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	84.8	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	83.2	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	91	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	95.6	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	95.6	94	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	120	0
Compressor (air)	No	40		77.7	120	0
Concrete Mixer Truck	No	40		78.8	120	0
Concrete Mixer Truck	No	40		78.8	120	0
All Other Equipment >	No	50	85		120	0
Paver	No	50		77.2	120	0
All Other Equipment >	No	50	85		120	0
Concrete Saw	No	20		89.6	120	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	82	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82	80.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	195	0
Compressor (air)	No	40		77.7	195	0
Concrete Mixer Truck	No	40		78.8	195	0
Concrete Mixer Truck	No	40		78.8	195	0
All Other Equipment >	No	50	85		195	0
Paver	No	50		77.2	195	0
All Other Equipment >	No	50	85		195	0
Concrete Saw	No	20		89.6	195	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	65.8	61.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	65.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	73.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	77.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	155	0
Compressor (air)	No	40		77.7	155	0
Concrete Mixer Truck	No	40		78.8	155	0
Concrete Mixer Truck	No	40		78.8	155	0
All Other Equipment >	No	50	85		155	0
Paver	No	50		77.2	155	0
All Other Equipment >	No	50	85		155	0
Concrete Saw	No	20		89.6	155	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	67.4	64.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	75.2	72.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.8	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 7	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0
Compressor (air)	No	40		77.7	225	0
Concrete Mixer Truck	No	40		78.8	225	0
Concrete Mixer Truck	No	40		78.8	225	0
All Other Equipment >	No	50	85		225	0
Paver	No	50		77.2	225	0
All Other Equipment >	No	50	85		225	0
Concrete Saw	No	20		89.6	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	64.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	71.9	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	74.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
At 50 eet	Residentia	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0
Compressor (air)	No	40		77.7	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Concrete Mixer Truck	No	40		78.8	50	0
All Other Equipment >	No	50	85		50	0
Paver	No	50		77.2	50	0
All Other Equipment >	No	50	85		50	0
Concrete Saw	No	20		89.6	50	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

ATTACHMENT C

Construction Vibration Worksheets

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 2)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	15	0.191	0.048	94
Jackhammer		1	0.035	15	0.075	0.019	85
Large bulldozer		1	0.089	15	0.191	0.048	94
Loaded trucks		1	0.076	15	0.164	0.041	92
Pile Drive (impact)		1	0.644	15	1.386	0.346	111
Vibratory Roller		1	0.210	15	0.452	0.113	101
Small bulldozer		1	0.003	15	0.006	0.002	64

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	25	0.089	0.022	87
Jackhammer		1	0.035	25	0.035	0.009	79
Large bulldozer		1	0.089	25	0.089	0.022	87
Loaded trucks		1	0.076	25	0.076	0.019	86
Pile Drive (impact)		1	0.644	25	0.644	0.161	104
Vibratory Roller		1	0.210	25	0.210	0.053	94
Small bulldozer		1	0.003	25	0.003	0.001	58

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	120	0.008	0.002	67
Jackhammer		1	0.035	120	0.003	0.001	58
Large bulldozer		1	0.089	120	0.008	0.002	67
Loaded trucks		1	0.076	120	0.007	0.002	65
Pile Drive (impact)		1	0.644	120	0.061	0.015	84
Vibratory Roller		1	0.210	120	0.020	0.005	74
Small bulldozer		1	0.003	120	0.000	0.000	37

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site 5)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	195	0.004	0.001	60
Jackhammer		1	0.035	195	0.002	0.000	52
Large bulldozer		1	0.089	195	0.004	0.001	60
Loaded trucks		1	0.076	195	0.003	0.001	59
Pile Drive (impact)		1	0.644	195	0.030	0.007	77
Vibratory Roller		1	0.210	195	0.010	0.002	68
Small bulldozer		1	0.003	195	0.000	0.000	31

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	155	0.006	0.001	63
Jackhammer		1	0.035	155	0.002	0.001	55
Large bulldozer		1	0.089	155	0.006	0.001	63
Loaded trucks		1	0.076	155	0.005	0.001	62
Pile Drive (impact)		1	0.644	155	0.042	0.010	80
Vibratory Roller		1	0.210	155	0.014	0.003	71
Small bulldozer		1	0.003	155	0.000	0.000	34

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Meridian Consultants LLC

2511 Sunset Mixed Use
Construction Vibration Model
(Site)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	225	0.003	0.001	58
Jackhammer		1	0.035	225	0.001	0.000	50
Large bulldozer		1	0.089	225	0.003	0.001	58
Loaded trucks		1	0.076	225	0.003	0.001	57
Pile Drive (impact)		1	0.644	225	0.024	0.006	76
Vibratory Roller		1	0.210	225	0.008	0.002	66
Small bulldozer		1	0.003	225	0.000	0.000	29

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**