

COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

200 NORTH SPRING STREET, ROOM 395

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

DIR-2023-4996-TOC-HCA / Transit Oriented Communities

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2023-4997-CE

PROJECT TITLE

1459 South Hi Point

COUNCIL DISTRICT

10

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

1459 South Hi Point Street

☐ Map attached.

PROJECT DESCRIPTION: The Project Site is located on a vacant 8,838 sq. ft. parcel on the northwest corner of Hi Point Street and Saturn Street within the Wilshire Community Plan in the City of Los Angeles. The parcel is zoned [Q]R3-1-O with a Medium Residential General Plan land use designation. The site is also located within a Transit Priority Area, a Tier 3 TOC Incentive Area due to being located within one-half mile of a Major Transit Stop based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of Pico Boulevard and Fairfax Avenue, approximately 880 feet northeast of the Project, which is served by Metro Next Gen/Rapid Line 217 and Santa Monica Big Blue Bus Line 7, which both have headways of 15 minutes or less during peak hours. The Project would construct a new 5-story residential-use building with 19 multi-family residential dwelling units, and 17 vehicular parking spaces in a subterranean level, as required by the Los Angeles Municipal Code (LAMC) and applicable TOC Guidelines. The Project includes 11 two-bedroom units and 8 three-bedroom units. Per TOC Guidelines Section IV.1.a, the Project provides the qualifying Tier 3 on-site restricted affordable units. This requires 10% Extremely Low Income (ELI) units, or 2 units. Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1) Transit Oriented Communities (TOC) Approval, pursuant to LAMC Section 12.22-A.31 to permit the new construction of a new residential development using the following Tier 3 incentives: Base Incentives: a) Pursuant to TOC Guidelines Section VI.1.a.i, a 70% percent increase in the base density of 12 dwelling units, to permit the construction of 19 units with 10% of total units (or 2 units) set aside for ELI Households; b) Pursuant to TOC Guidelines Section VI.6.b.iii, to allow a Floor Area Ratio (FAR) increase of 50% in lieu of the otherwise required FAR of 3:1. Additional Incentives: a) Pursuant to TOC Guidelines Section VII.1.b.i, to allow up to a 25% decrease in required open space for the provision of 2,170 sq. ft. of open space in lieu of the otherwise required 2,775 sq. ft. b) Pursuant to TOC Guidelines Section VII.g.i, to allow two additional stories up to 22 feet of additional height, for an overall height of 57 feet in lieu of 35 feet per the site's Q Condition. The Project complies with the height increase over 11 feet to be stepped-back at 15 feet along the front street frontage. c) Pursuant to TOC Guidelines Section VII.1.a.ii, allow up to a 30% decrease in the required width or depth of two individual yards or setbacks (7-ft northerly side yard setback in lieu of 8-ft and 5'-8" side yard setback in lieu of 8 ft); 2) Class 32 Categorical Exemption, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332; 4) Any other discretionary or ministerial permits from the City or other agencies as required by law to develop the Project. As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition (if applicable), excavation, shoring, grading, foundation, building, street tree removal (if applicable) and tenant improvements (if applicable).

☒ Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Ilan Douek, 1459 Hi Point LLC

CONTACT PERSON (If different from Applicant/Owner above)

Nick Leathers, Crest Real Estate (Representative)

(AREA CODE) TELEPHONE NUMBER

(310) 994-6657

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

☒ Additional page(s) attached

An in-fill development Project can qualify for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following conditions: a) The project is consistent with the applicable general plan designation and all 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 will 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.

Based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Air Quality, Noise and Vibration Impact Assessment (Assessment) quantified and determined the significance of impacts associated with criteria pollutant emissions, toxic air contaminant emissions, greenhouse gas emissions, noise, and vibration from the construction and operation of the proposed Project at 1459 S. Hi Point Street. Based on the Assessment prepared by Z Consulting Company on November 29, 2023, all Project impacts considered in the Assessment (including construction phase, operation phase, and cumulative impacts) are less than significant without mitigation. A Tree Report was prepared by Alison Lancaster Consulting Arborists, LLC, dated May 16, 2023. There are zero (0) protected trees on the site and three (3) City of Los Angeles Street Tree, located on the south parkway perimeter of the site, which will not be impacted by construction.

The Air Quality, Noise, and Vibration Impact Assessment (Assessment) prepared by Z Consulting Company dated November 29, 2023 finds that the Project has less than significant impacts without mitigation with respect to the following CEQA Guidelines Appendix G thresholds:

- Threshold III.a - Would the project conflict with or obstruct implementation of the applicable air quality plan? **No.**
- Threshold III.b - Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? **No.**
- Threshold III.c - Would the project expose sensitive receptors to substantial pollutant concentrations? **No.**
- Threshold III.d - Would the result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? **No.**
- Threshold VIII.a - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **No.**
- Threshold VIII.b - Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **No.**
- Threshold XIII.a - Would the project generate 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? **No.**
- Threshold VIII.b - Would the project generate excessive groundborne vibration or groundborne noise levels? **No.**
- Threshold VIII.c - 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 levels? **No.**

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE
Heather Bleemers



STAFF TITLE
Senior City Planner

ENTITLEMENTS APPROVED
Transit Oriented Communities

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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May 7, 2024

Applicant/Owner

Ilan Douek
1459 Hi Point, LLC
5168 West Pico Boulevard
Los Angeles, CA 90019

RE: Case No. DIR-2023-4996-TOC-HCA
Address: 1459 South Hi Point Street
Community Plan: Wilshire
Zone : [Q]R3-1-O
C. D. : 10-Hutt
CEQA : ENV-2023-4997-CE

Representative

Nick Leathers
Crest Real Estate
11150 West Olympic
Boulevard, Ste. 700
Los Angeles, CA 90064

RE: ENV-2023-6442-CE (Categorical Exemption - Class 32)

The project site is comprised of one lot resulting in approximately 8,383 square feet of lot area with a depth of 170 feet and having a frontage of 52 feet along Hi Point Street. The subject property is currently developed with a single-family dwelling. The site is located 1.47 kilometers from the Newport-Inglewood Fault Zone. The property is not located within the boundaries of any other specific plan, community design overlay, or interim control ordinance.

Surrounding properties are developed with residential uses. Properties to the north and east are zoned [Q]R3-1-O and are improved with mostly multi-family dwellings with some single-family dwellings. Properties to the east south and west are zoned [Q]R3-1-O and R1R30RG-1-0 and are improved with single- and multi-family dwellings. Properties to the south are zoned R3-1 and are developed with single- and multi-family dwellings. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated June 6, 2023, that one (1) unit is subject to replacement pursuant to the requirements of SB 8. The applicant is setting aside one unit for ELI households, and as such, they meet all of LAHD's requirements.

The proposed project consists of the demolition of two existing triplex buildings for the construction, use and maintenance of a five-story, 57 feet, approximately 21,872 square-foot residential building. A total of 19 residential units are proposed with 17 market rate units and two (2) units reserved for Extremely Low Income Households. The project proposes to provide 2,170 square feet of open space, and will include the export of 2,920 cubic yards of dirt.

The project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) additional incentives. The project is seeking three Additional Incentives including an increase in height of up to 22 feet, a 25 percent reduction in required open space and up to a 30 percent reduction in required side yards; and
2. Any additional actions as deemed necessary or desirable, including but not limited to haul route, demolition, grading, excavation, tree removal, and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

- (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 project site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to R3 Zone. The project is zoned in the [Q]R3-1-O, which is consistent with the range of zones under the land use designation for the site. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 19-unit development would add new and desirable multi-family housing and contribute to the City’s affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

Goal 1 - Provide a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Objective 1-1.3 - Provide for adequate Multiple Family residential development.

Objective 1-2 - Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Objective 1-4 - Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

The proposed project consists of the demolition of a single-family dwelling for the construction, use and maintenance of a five-story, 57 feet, approximately 21,872 square-foot residential building. A total of 19 residential units are proposed with 17 market rate units and two (2) units reserved for Extremely Low-Income Households. The project proposes to provide 2,492 square feet of open space.

The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting three Additional Incentives, the project is requesting an increase in height, opens space reduction and reduction in side yard setbacks. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 8,838 square feet of lot area, or 0.202 acres. This case encompasses five contiguous parcels that are incorporated in the overall project. The project site is currently developed with a single-family dwelling. The project site is located in a long-developed and urbanized area in the Wilshire area of Los Angeles. The vicinity consists primarily of residential uses, with single-family and multi-family developments on all sides of the project site. Therefore, the project will occur 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:

The project site is in an established and long-urbanized area within the Wilshire Community Plan area. The subject properties are currently developed with two triplex buildings. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. There are four trees on the project site. The project site also is not within or near any listed significant ecological areas. Therefore, 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:

Traffic. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. Given that

the project will result in 19 units, it is determined that the project would not generate enough trips to trigger a transportation analysis and as such, a traffic referral from was not necessary.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such as mechanical HVAC equipment installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05, which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 19 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. The Air Quality, Noise and Vibration Impact Assessment (Assessment) quantified and determined the significance of impacts associated with criteria pollutant emissions, toxic air contaminant emissions, greenhouse gas emissions, noise, and vibration from the construction and operation of the proposed Project at 1459 South Hi Point Street. Based on the Assessment prepared by Z Consulting Company on November 29, 2023, all Project impacts considered in the Assessment (including construction phase, operation phase, and cumulative impacts) are less than significant without mitigation.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality. With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated

according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Wilshire Division, and the South Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 19 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

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

As the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The Project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by State Density Bonus Law and the applicable provisions of the LAMC. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 8,838 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other commercial and residential multi-family buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

- (d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

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

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed active or pending sites adjacent to or within the immediate vicinity of the project site. The subject property is currently developed with two triplex buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. The surrounding neighborhood is primarily neighborhood commercial and residential, and oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

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

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the mid-20th century and consists of residential uses along West 4th Street, with various multi-family and single-family properties surrounding the project site on all sides. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

CONCLUSION

The proposed project involves the construction of a new six-story, approximately 57-foot in height multi-family residential building with 19 residential units. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

Alison Lancaster Consulting Arborists LLC

Tree Inventory and Protection, Pruning and Hazard Evaluation, Disease and Pest Diagnosis

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Santa Monica, CA 90404
(818) 631-4664

5/16/23

Ilan Douek
Drexel Construction Management LLC
5166 W Pico Blvd
Los Angeles, CA 90019

15-Digit Application Number:

SUBJECT: Tree inspection at 1459 S Hi Point Street, Los Angeles, CA 90035

REFERENCES:

- 1) City of Los Angeles Street Tree Ordinance #153500, dated 4/5/80
- 2) City of Los Angeles Protected Tree Ordinance #186873, dated 2/4/21
- 3) City of LA, UF Division-Land Development memo "Clearance Letters for Clearance Summary Worksheets" (undated, unsigned)
- 4) Email, dated 5/3/23 at 7:53PM, Nick Leathers – Crest Real Estate (online form)
- 5) Demolition Permit #21019-10000-00315, issued 2/17/21, City of Los Angeles Department of Building and Safety (LADBS)

In 2021, the subject site was demolished and cleared per LADBS Demolition Permit #21019-10000-00315. Now the project team is seeking permits for a construction project on the site and was asked to submit a tree letter or report for environmental clearance.

The project team hired me to inspect the subject site and provide an opinion about whether there are protected trees or shrubs on or near the site. Protected tree and shrub species under the LA City Protected Tree Ordinance #186873 are as follows: all southern California native oaks (*Quercus species*) except scrub oaks (*Quercus berberidifolia*), southern California black walnut (*Juglans californica*), Western sycamore (*Platanus racemosa*), California bay laurel (*Umbellularia californica*), Mexican elderberry (*Sambucus nigra ssp. cerulea*¹), and toyon (*Heteromeles arbutifolia*). Protected trees and shrubs are those of any of the species listed above that measure at least four cumulative inches trunk diameter at a height of four-and-a-half feet above grade.

I visited the site on 5/16/23 and inspected the subject site and surrounding properties. There are three City-owned street trees in front of the subject site on Saturn Street, all of which are non-native cork oaks (*Quercus suber*). However, **there are no protected trees or shrubs located on or near this site under the LA City Protected Tree Ordinance #186873** that would be impacted by the proposed project. I did not observe evidence that protected trees or shrubs had ever existed on this site.

¹ The ordinance refers to Mexican elderberry as *Sambucus mexicana*, but *Sambucus nigra ssp. cerulea* is the current accepted botanical name for the species.

Please let me know if I can be of further assistance or if you have additional questions.

Sincerely,



Alison Lancaster
ASCA Registered Consulting Arborist #770
ISA Board Certified Master Arborist #WE-12464B



Attached: Site Photos (4)
 Site Location Map
 ASCA Registered Consulting Arborist Certification

Site Photo
Parkway in front of property on S Hi Point Street



Site Photo

Three non-native cork oak street trees in parkway on Saturn Street (at red arrows)



Site Photo

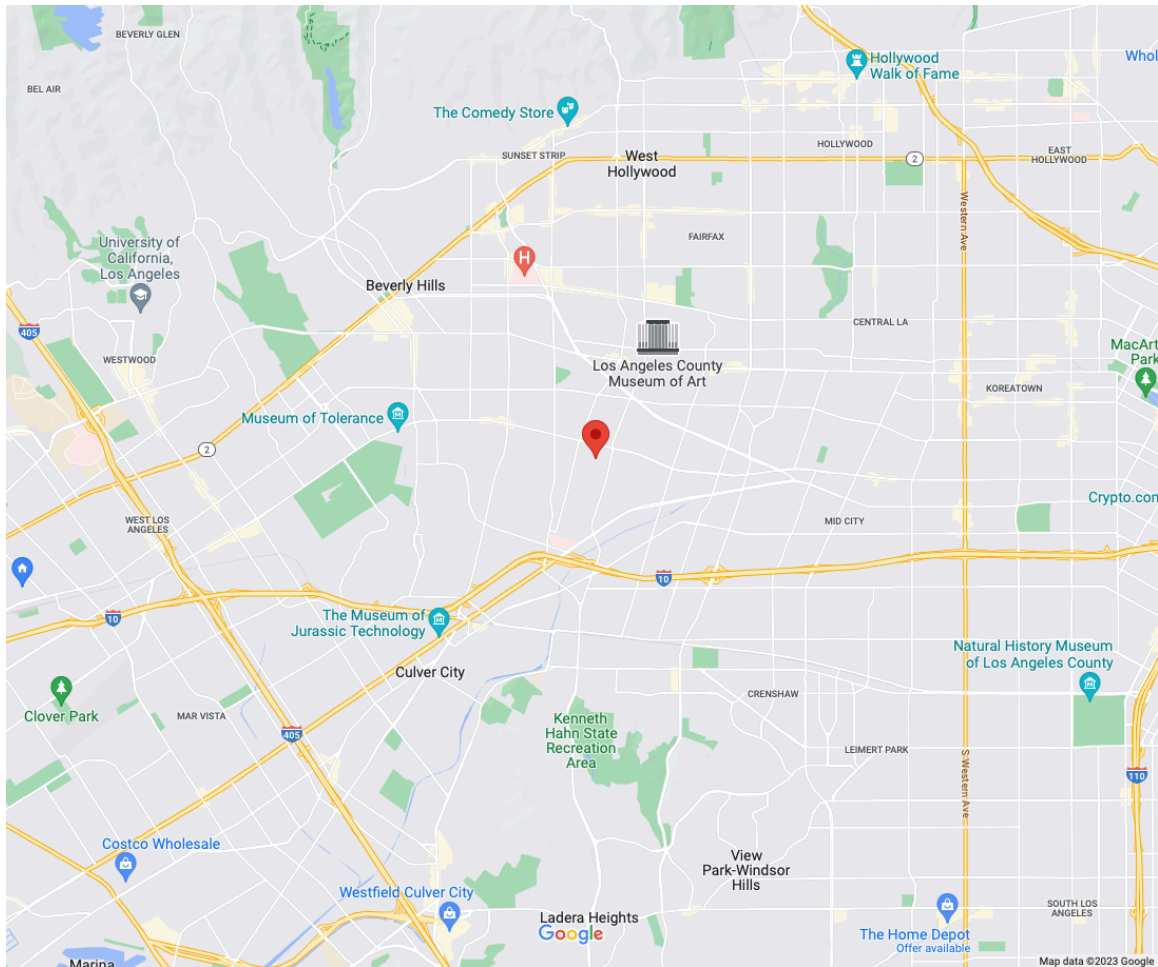
Outside view of site, enclosed by construction fence



Site Photo
Inside view of site, demolished and cleared



Site Location Map

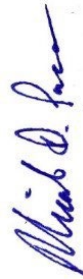


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CONSULTING COMPANY
— ENVIRONMENTAL & SAFETY —

AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

Multi-Family Residential Project
1459 Hi Point Street
Los Angeles, CA 90035

November 29, 2023

Prepared for: 1459 Hi Point, LLC

Prepared by:

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AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

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AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

Multi-Family Residential Project

1459 Hi Point Street
Los Angeles, CA 90035

November 29, 2023

EXECUTIVE SUMMARY

This Air Quality, Noise and Vibration Impact Assessment (Assessment) quantifies and determines the significance of impacts associated with criteria pollutant emissions, toxic air contaminant (TAC) emissions, greenhouse gas (GHG) emissions, noise, and vibration from the construction and operation of the 1459 Hi Point, LLC's (Applicant) proposed Multi-Family Residential Project (Project) at 1459 Hi Point Street in the Los Angeles.

The Project will be developed on a 0.20-acre (8,838-square foot) site that is currently vacant. A total of 19 dwellings will be constructed with enclosed parking.

All Project impacts considered in this Assessment (including construction phase, operation phase, and cumulative impacts) are less than significant without mitigation.

Please note that all impacts calculated in this Assessment assume the following:

- Each piece of construction equipment (i.e., tractor, crane, excavator, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage; and
- Exposed areas will be watered twice daily to control dust emissions.

AIR QUALITY, NOISE, AND VIBRATION IMPACT ASSESSMENT (ASSESSMENT)

Multi-Family Residential Project

1459 Hi Point Street
Los Angeles, CA 90035

November 29, 2023

SECTION 1 INTRODUCTION

This Air Quality, Noise and Vibration Impact Assessment (Assessment) quantifies and determines the significance of impacts associated with criteria pollutant emissions, toxic air contaminant (TAC) emissions, greenhouse gas (GHG) emissions, noise, and vibration from the construction and operation of the 1459 Hi Point, LLC's (Applicant) proposed Multi-Family Residential Project (Project) at 1459 Hi Point Street in the Los Angeles.

The Project will be developed on a 0.20-acre (8,838-square foot) site that is currently vacant. A total of 19 dwellings will be constructed with enclosed parking.

The following South Coast Air Quality Management District (SCAQMD) methodologies and significance thresholds form the basis of the air analysis in this Assessment:

- South Coast Air Quality Management District (SCAQMD) *Air Quality Significance Thresholds* (March 2023);
- SCAQMD *CEQA Air Quality Handbook* (1993);
- SCAQMD *Localized Significance Threshold Methodology* (July 2008);
- SCAQMD *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008);
- CalEEMod model (version 2022.1.1.20) with supporting documentation;
- SCAQMD *Rule 1401 Risk Assessment Tool* (Risk Tool V1.103);
- California Air Resources Board's (CARB) *2022 Scoping Plan for Achieving Carbon Neutrality*;
- SCAQMD Regulations;
- California's *CEQA Guidelines Appendix G*; and
- SCAQMD's *2022 Air Quality Management Plan*.

The noise and vibration analyses in this Assessment are based on the following resources:

- Los Angeles Municipal Code *Noise Ordinance*;
- California's *CEQA Guidelines Appendix G*;
- Federal Highway Administration's (FHWA) *Highway Noise Barrier Design Handbook* (2000);
- Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (September 2018); and
- Environmental Protection Agency's (EPA) *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*.

SECTION 2 PROJECT DESCRIPTION

The Project is located at 1459 Hi Point Street in Los Angeles, California.

The Applicant has provided the following construction details:

- The Project site is 0.20-acre (8,838-square foot) and is currently vacant;
- The Project includes construction of 19 dwelling units;
- The Project includes a total of 25,647 sf of residential space (including dwelling units, communal areas, utilities, etc.) and 7,957 sf of enclosed parking;
- The approximate construction schedule is from July 2024 to December 2025;
- Total material to be transported from the Project site is approximately 4,400 cy (with a 12% expansion);
- Each piece of construction equipment (i.e., loaders, cranes, excavators, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Exposed areas will be watered twice daily for dust control; and
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage.

The approximate schedule and equipment list is presented in Table 1. An aerial of the proposed Project is included in Appendix A.

Table 1 Construction Information

Construction Phase	Approx. Schedule		Off-road Equipment
	Start	Stop	
Site Prep	7/1/24	7/11/24	Tractor/Loader/Backhoe
Grading / Excavation	7/12/24	11/5/24	Excavator Tractor/Loader/Backhoe Grader
Building Construction	11/6/24	10/21/25	Crane Forklift Tractor/Loader/Backhoe
Paving	10/22/25	11/25/25	Paver Roller Tractor/Loader/Backhoe
Architectural Coating	11/26/25	12/30/2025	Air Compressor

The analysis assumes that construction would start in 2024. In practice, construction could begin at a later date. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

The operation phase of the Project will begin when construction is completed in 2025. The Applicant has provided the following specifications for the operation phase (any operation phase parameters not specifically mentioned below utilize CalEEMod defaults):

- No process boilers (energy usage for space and water heating **is** included in the model), generators, off-road equipment, or other combustion equipment (except for things tenant owned).
- No fireplaces or wood stoves.

2.1 Ambient Noise Environment

To quantify the existing ambient noise environment in the Project's vicinity, a noise measurement was collected on the Project site on October 23, 2023 at approximately 10:20 AM. The noise measurement was recorded using a Quest DL SoundPro Type 2 noise meter programmed to "slow" mode and "A" weighting. The microphone was equipped with a windscreen during the measurements and the noise meter was calibrated using a Quest QC-10 field calibrator before and after the measurement was taken. The noise meter and field calibrator were professionally calibrated within the previous year.

Table 2 presents the measured ambient noise level at the Project. The noise measurement log is included in Appendix F and a figure showing the monitoring location is included in Appendix A.

Table 2 Ambient Noise Levels

Measurement Name	Location	Noise Level (L _{eq} dBA)
1459 Hi Point Street Ambient	Project Site	52.5

2.2 Receptors

Localized air quality impacts from criteria pollutants and toxic air contaminants are based on the nearest residential and commercial receptors. Noise impacts are based on the nearest noise sensitive receptors (defined by the *L.A. CEQA Thresholds Guide* as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks). Vibration impacts are based on the nearest building (of any type) and the nearest residential receptor.

The Project is surrounded by residential receptors on all sides. This Assessment uses the following receptors (see Figure 1 in Appendix A):

- **Receptor A (residential):** This multi-family residential receptor shares a property boundary with the Project to the north. It is located about 30 feet from the center of the Project. As this is the nearest receptor to the Project, it is utilized to determine the significance of all impacts in this Assessment, including localized criteria pollutant impacts, residential toxic air contaminant impacts, noise impacts, and vibration impacts (damage to structures and human annoyance).
- **Receptor B (residential):** This multi-family residence shares a property boundary with the Project to the west. It is located about 100 feet from the center of the Project.
- **Receptor C (residential):** This residence is located across Saturn Street to the south of the Project. It is located about 90 feet from the center of the Project.
- **Receptor D (residential):** This multi-family residence is located across Hi Point Street to the east of the Project. It is located about 150 feet from the center of the Project.

SECTION 3 SIGNIFICANCE THRESHOLDS

This section presents the numerical significance thresholds utilized for this Assessment. Please see Section 8 for an assessment of the Project's compliance with the State CEQA Guidelines Appendix G thresholds as well as the applicable Regulatory Compliance Measures (RCM).

3.1 Air Quality Standards

SCAQMD has established thresholds of significance for use in air quality assessments. The SCAQMD *Air Quality Analysis Handbook* (2015), the *Localized Significance Threshold Methodology* (July 2008), and the *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008), contain the significance thresholds utilized for this Project. The following sections present and discuss these significance thresholds in more detail.

3.1.1 Localized Criteria Pollutant Thresholds (LST)

SCAQMD's LST Methodology presents a method by which a project's onsite emissions of CO, NOx, PM₁₀, and PM_{2.5} can be compared to screening thresholds that the SCAQMD derived from air dispersion models. The following information was utilized to determine the LST thresholds for this Project:

- **Project size:** As presented in Section 2, this Project site is 0.20 acres. Therefore, as directed by the LST Methodology, the 1-acre significance thresholds are utilized.
- **Distance to the nearest receptor.** Receptor A is located less than 25 meters from the Project site. Therefore, per LST guidance, the smallest available source-receptor distance of 25 meters is used to determine the applicable thresholds.
- **The source receptor (SR) area.** This Project is in Los Angeles, which is in SR Area 2 – Northwest Coastal Los Angeles County.

Table 3 presents the construction significance thresholds applicable to the Project, as specified in the SCAQMD LST Tables.

Table 3 LST Construction Significance Threshold

Parameter	CO (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Construction Thresholds	562	103	4	3
Operation Thresholds	562	103	1	1

3.1.2 Regional Criteria Pollutants Thresholds (Mass Daily Thresholds)

To determine the regional significance of criteria pollutant emissions, they must also be compared to the Mass Daily Thresholds found in the SCAQMD's *Air Quality Significance Thresholds* (March 2023) and *CEQA Air Quality Handbook* (1993). The emissions compared to these regional thresholds should include emissions generated both onsite and offsite. Table 4 presents the mass daily thresholds that are used to determine the significance of emission impacts in this assessment.

Table 4 Regional Criteria Pollutant Significance Thresholds (Mass Daily Thresholds)

Parameter	CO (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)	ROG (lbs/day)	SOx (lbs/day)
Construction Thresholds	550.0	100.0	150.0	55.0	75.0	150.0
Operation Thresholds	550.0	55.0	150.0	55.0	55.0	150.0

3.1.3 Toxic Air Contaminants (TAC) and Health Risk Assessment (HRA) Thresholds

Toxic Air Contaminants (TAC) are pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Diesel combustion emissions contain multiple TACs. For the purposes of health risk assessment, these components are grouped together and called diesel particulate matter (DPM). By definition, DPM emissions are equivalent to the PM₁₀ emissions from diesel combustion sources.

SCAQMD's *Air Quality Significance Thresholds* (March 2023) and *CEQA Air Quality Handbook* (1993) include significance thresholds for health risk impacts in the units of hazard index (HI) for acute and chronic risks, and in units of maximum incremental cancer risk (MICR) for cancer risk. Table 5 summarizes these thresholds.

Table 5 Health Risk Significance Thresholds

Parameter	Significance Threshold
Maximum Incremental Cancer Risk (MICR)	10 in one million
Acute Hazard Index (HI)	1.0 HI acute risk
Chronic Hazard Index (HI)	1.0 HI chronic risk

This Assessment quantifies the cancer, chronic, and acute risk impacts of Project construction and compares the results to these thresholds. For the Project operation phase, health risk impacts are qualitatively analyzed.

3.1.4 Greenhouse Gas (GHG) Emissions Thresholds

SCAQMD's *Air Quality Significance Thresholds* (March 2023) include a threshold for GHG impacts from industrial projects of 10,000 metric tons of CO₂ equivalents (CO₂e) per year. There is no GHG threshold for residential or commercial projects. However, the SCAQMD has released *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008), which indicates that a GHG emissions threshold of 3,000 MT CO₂e/year should be used for residential projects. SCAQMD recommends that GHG emissions from construction be amortized over 30 years and added to operational GHG emissions to determine the overall Project impact.

Please note that "CO₂ equivalents" (CO₂e) is the quantity of CO₂ that would cause the same level of climate change as a given type and quantity of a GHG emissions. This variation of effect between gases is also known as global warming potential (GWP). For example, one unit of methane emissions has the same GWP as 21 units of carbon dioxide. Therefore, one (1) metric ton of methane is equivalent to 21 metric tons of CO₂. Emissions of multiple GHGs are represented collectively in units of CO₂e.

3.2 Noise Standards

This section discusses the noise standards applicable to the Project. The following technical terms are utilized in these standards and in this Assessment:

- **Decibel (dB):** A unit division, on a logarithmic scale, whose base is the tenth root of ten, used to represent ratios of quantities proportional to power. In simple terms, if the power is multiplied by a factor of ten, then ten is added to the representation of the power on the decibel scale. If 0 dB represents 1 unit of power, 30 dB represents one thousand units, 60 dB represents one million units, etc.
- **A-Weighted Sound Level – dBA:** Sound pressure level measured using the A-weighting network, a filter which discriminates against low and high frequencies in a way that mimics the human hearing mechanism at moderate sound levels. The A-weighted sound level is generally used when discussing environmental noise impacts.
- **Equivalent Continuous Noise Level (L_{eq}):** The noise level, in decibels, of the mean sound pressure averaged over a specific duration, generally one hour. This is often referred to as the "equivalent sound level" (hence the "eq" subscript). The "equivalence" is a sound of constant level that has the same total acoustic energy content as the measurement.

3.2.1 Los Angeles Noise Ordinance

The *Noise Ordinance*, which is found within the Los Angeles Municipal Code (Municipal Code), presents noise standards applicable to construction and demolition operations occurring within Los Angeles. Specifically, Section 41.40 of the Municipal Code prohibits construction activities that entail the use of any machine, tool, device or equipment between the hours of 9:00 PM – 7:00 AM that could disturb sleeping persons in any dwelling, apartment or other place of residence.

Additionally, Section 112.05 of the Municipal Code prohibits the operation of any power equipment/tool that produces a maximum noise level that exceeds the applicable noise limit from the following list at a distance of 50 feet between the hours of 7:00 AM – 10:00 PM:

- 75 dB(A) for construction machinery (e.g. tractors, dozers, drills, loaders, shovels/cranes, etc.);
- 75 dB(A) for powered equipment 20 HP or less intended for infrequent use; and
- 65 dB(A) for powered equipment intended for repetitive use in residential areas (e.g. mowers, blowers, riding tractors, etc.).

Per the Municipal Code, these noise limitations shall not apply where compliance is technically infeasible. Technically infeasible means that these noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices/techniques during the operation of the equipment.

While the noise ordinance threshold is meant to be applied to each piece of construction equipment separately, this Assessment conservatively utilizes the overall noise level during each phase of construction (i.e., from multiple pieces of equipment operating simultaneously) to determine significance. Furthermore, noise impacts are calculated using the distance from the center of the Project site to the closest portion of the nearby receptors to determine noise impacts, as recommended by the FTA's *Transit Noise and Vibration Impact Assessment Manual (September 2018)*. Table 6 presents the applicable construction noise significance threshold for this Project.

Table 6 Construction Noise Significance Threshold

Location	Noise Threshold (L _{eq} dBA)
Nearest Sensitive Receptor (Receptor A)	75

3.3 Vibration Standards

Los Angeles has not adopted standards with which to assess vibration impacts. However, the FTA's *Transit Noise and Vibration Impact Assessment Manual* provides criteria that can be used to judge vibration impacts related to the potential for architectural damage and human annoyance.

The following measurements are utilized for vibration impacts:

- **Vibration Peak Particle Velocity (PPV):** Vibration consists of rapidly fluctuating motions with an average motion of zero. The peak particle velocity, measured in inches/second, represents the maximum instantaneous peak of the vibration signal. PPV is the most suitable measure of vibration with which to judge vibrations impact on buildings.
- **Vibration Velocity Level (VdB):** Vibration velocity level is measured in decibels and is the measure of vibration commonly used to judge the potential for human annoyance.

To determine the potential for vibration to damage nearby buildings, this Assessment uses the vibration criteria for “non-engineered timber and masonry buildings” threshold from the FTA is utilized. In addition, the human annoyance threshold for sensitive receptors (e.g., “residences and buildings where people normally sleep”) is applied to the Project, even though the vibration impacts will only occur during the daytime. Substantial vibration events are expected to occur fewer than 30 times per day, so the “infrequent events” threshold is utilized. The applicable vibration thresholds are summarized in Table 7.

Table 7 Vibration Significance Thresholds

Location	Vibration Threshold
Nearest Structure (Receptor A)	0.20 in/sec PPV
Nearest Sensitive Receptor (Receptor A)	80 VdB

SECTION 4 CONSTRUCTION PHASE IMPACTS

This section presents the Project construction phase impacts and compares them to each of the significance thresholds presented in Section 3. In addition, this section briefly describes the methodologies used to quantify the impacts. For additional detail regarding the calculations, see the Appendices.

4.1 Air Quality Impacts

Criteria pollutant emissions have been calculated for each phase of construction using SCAMQD's CalEEMod model. Project specific information has been used where possible and CalEEMod defaults are utilized where specific information is not available.

Emissions from off-road equipment operations, on-road haul trucks, fugitive dust (demolition of existing structures, grading/clearing, material handling, and stockpile wind erosion), and architectural coatings are included. See Appendix B for the CalEEMod output files.

4.1.1 Localized Criteria Pollutant Impacts

Localized criteria pollutant significance thresholds exist for emissions of CO, NO_x, PM₁₀, and PM_{2.5} (not for ROG or SO_x). As a localized impact, only emissions generated onsite are included in the significance determination. Emissions from on-road vehicles are not included in the assessment of the localized impacts.

Table 8 presents the emissions calculated for each construction phase using SCAMQD's CalEEMod model. All phases are compared to the significance thresholds in Section 3.1.1 to determine the significance of the Project's localized construction emissions. Please note that all localized criteria pollutant emissions impacts from construction are less than significant.

Table 8 Construction Localized Criteria Pollutant Impacts (lbs/day)

Phase	CO	NO _x	PM ₁₀	PM _{2.5}	SO _x	ROG	Significant?
Site Preparation	2.03	0.14	0.01	0.01	0.00	0.03	No
Grading / Excavation	7.61	0.53	0.18	0.04	0.01	0.10	No
Building Construction	5.27	0.44	0.02	0.02	0.01	0.09	No
Paving	4.58	0.84	0.01	0.01	0.01	0.09	No
Architectural Coatings	0.96	0.65	0.00	0.00	0.00	5.45	No
Significance Threshold	562	103	4	3	---	---	---

4.1.2 Regional Criteria Pollutant Impacts

Regional criteria pollutant impacts include all onsite and offsite criteria pollutant emissions generated by Project construction. Regional emissions are the same as the localized emissions except for the addition of offsite emissions (vehicle travel).

Table 9 presents the total regional emissions for each construction phase using SCAMQD's CalEEMod model. All phases are compared to the significance thresholds from Section 3.1.2 to determine the significance of the Project's regional construction emissions. Please note that all regional criteria pollutant emissions impacts from construction are less than significant.

Table 9 Construction Regional Criteria Pollutant Impacts (lbs/day)

Phase	CO	NO _x	PM ₁₀	PM _{2.5}	SO _x	ROG	Significant?
Site Preparation	2.6	0.3	0.1	0.0	0.0	0.1	No
Grading / Excavation	8.9	1.2	0.5	0.1	0.0	0.2	No
Building Construction	6.6	0.7	0.3	0.1	0.0	0.2	No
Paving	5.5	1.1	0.2	0.1	0.0	0.2	No
Architectural Coatings	1.6	0.7	0.1	0.0	0.0	5.5	No
Significance Threshold	550.0	100.0	150.0	55.0	75.0	150.0	---

4.1.3 Toxic Air Contaminants

Onsite DPM emissions in units of pounds per hour are calculated by CalEEMod. The average hourly construction emissions is determined based on the duration and emissions generated for each phase of construction. The average hourly emissions are then utilized to determine cancer and chronic risks. For the acute (1-hour) health risk assessment, both PM₁₀ and ROG emissions from the grading phase of construction (this phase produces the most diesel exhaust per day) are divided by the number of hours in a day and then scaled up by a factor of 4 to represent the peak to average hour activity ratio. The TAC emissions calculations are included in Appendix C.

The SCAQMD's Rule 1401 health risk assessment screening spreadsheet was utilized to calculate the health risk impacts associated with the construction phase DPM emissions. This spreadsheet provides an estimate of the Project's health risk impacts at the nearest residential and commercial/industrial receptors. This spreadsheet utilizes worst-case meteorology assumptions, and therefore results in a conservatively high estimate of health risks when compared to a full air dispersion model. Two (2) separate assessments were completed with this screening spreadsheet, an acute risk assessment (Appendix D) and a chronic/cancer risk assessment (Appendix E).

Table 10 below presents the results of the health risk screening assessment. Please note that all impacts are below the applicable significance thresholds presented in Section 3.1.3.

Table 10 Construction Health Risk Impacts

Parameter	Acute Risk (HI)	Chronic Risk (HI)	Maximum Incremental Cancer Risk (MICR, # in a million)
Maximum Project Impact	0.10	0.005	8.25
Significance Thresholds	1.0	1.0	10.0
Significant?	No	No	No

4.1.4 Greenhouse Gas Emissions

Construction phase GHG emissions are also calculated by CalEEMod. Table 11 presents the construction phase CO₂e emissions and compares them to the significance threshold from Section 3.1.4.

Table 11 Construction GHG Emissions

Source	CO ₂ e Emissions (MT)
Project Construction Phase	164.5
Significance Threshold (Industrial / Residential)	10,000 / 3,000
Significant?	No

4.2 Noise Impacts

This section presents the noise assessment methodologies and results. Significance of noise impacts are determined by comparing Project noise levels to the significance threshold presented in Section 3.2.1.

Noise impacts associated with the heavy equipment utilized for Project construction are determined using equipment data and equations from the Federal Highway Administration's (FHWA) *Roadway Construction Noise Model* (see excerpt in Appendix G). Noise propagation from source to receptor is calculated based on the industry standard noise attenuation rate of 6 decibels per doubling of distance for the unimpeded propagation of sound. During each phase of construction, all equipment (see Table 1) is assumed to be operating simultaneously for a worst-case assessment. See Appendix G for the noise calculations.

The Project will utilize a noise barrier along the southeast and northeast portions of the site that is sufficient break line of site between the construction equipment and the adjacent residences (see Figure 1). The FHWA Highway Noise Barrier Design Handbook (see excerpt in Appendix G) estimates that this will result in an 10 dBA reduction in noise levels. In addition, the Project will utilize mufflers on heavy construction equipment whenever possible. The Environmental Protection Agency's (EPA) *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (see excerpt in Appendix G) indicates that a 10 dBA reduction in noise is possible from use of mufflers. However, this Assessment assumes a 5 dBA reduction from the use of mufflers.

Table 12 presents the noise impacts at the nearest residence (Receptor A). As Receptor A is the nearest residential receptor, other residential receptors in the area will experience lower noise impacts

than those presented in this table. Please note that none of the impacts exceed the significance threshold.

Table 12 Construction Noise Impacts (Receptor A)

Construction Phase	Noise Level (dBA L _{eq})	Sig. Threshold (dBA L _{eq})	Exceeds Threshold?
Site Preparation	64.5	75	No
Grading / Excavation	70.0		No
Building Construction	67.1		No
Paving	68.3		No
Architectural Coatings	63.5		No

4.3 Vibration Impacts

Vibration impacts associated with heavy equipment utilized for Project construction are determined using source data and equations from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (see excerpt in Appendix H). The excavator is expected to be the piece of equipment with the highest vibration impact during Project construction. Therefore, the vibration level of an excavator from New Hampshire Department of Transportation's *Ground Vibrations Emanating from Construction Equipment* (see excerpt in Appendix H) is utilized to calculate Project vibration impacts. This is conservative because the excavator utilized for the Project is expected to be smaller than the excavator used in this reference. See Appendix H for the vibration calculations.

Table 13 presents the maximum vibration impact from Project construction at each of the applicable receptors and compares them to the applicable significance thresholds (see Section 3.3). The potential for structural damage is judged at the nearest building, Receptor A. All buildings located farther from the Project will experience less vibration than presented in this table. The potential for human annoyance is judged at the nearest sensitive receptor, Receptor A. All sensitive receptors located farther from the Project will experience less vibration. Please note that none of the impacts exceed the significance threshold.

Table 13 Construction Vibration Impacts

Receptor	Structural Impact (PPV in/sec)	Structural Threshold (PPV in/sec)	Annoyance Impact (VdB)	Annoyance Threshold (VdB)	Exceeds Threshold?
Receptor A (Nearest Building)	0.16	0.20	---	---	No
Receptor A (Nearest Residence)	---	---	77.6	80	No

SECTION 5 OPERATION PHASE IMPACTS

This section presents the Project operation phase impacts and compares them to each of the significance thresholds presented in Section 3. In addition, this section briefly describes the methodologies used to quantify the impacts.

5.1 Air Quality Impacts

The primary sources of operation phase emissions for this Project are on-road vehicles traveling to and from the Site. Emissions from these sources, as well as a variety of smaller sources (architectural coatings, energy usage, water usage, etc.) are quantified and compared to the significance thresholds in this section. Health risk impacts from TACs during Project operation are qualitatively addressed.

5.1.1 Localized Criteria Pollutant Impacts

Criteria pollutant emissions from Project operation have been calculated using SCAMQD's CalEEMod model. Project specific information is utilized to the extent that it is available (see Section 2) and CalEEMod defaults are utilized for the remaining parameters. See the CalEEMod output file in Appendix B for additional detail.

Table 14 presents the daily onsite emissions from Project operation and compares them to the appropriate LST thresholds to determine significance. Emissions from the CalEEMod mobile and energy usage categories are not included because they are produced offsite. Please note that all localized criteria pollutant impacts are less than significant.

Table 14 Operation Localized Criteria Pollutant Impacts (lbs/day)

Phase	CO	NOx	PM ₁₀	PM _{2.5}	SO _x	ROG	Significant?
Operation Phase	1.4	0.0	0.0	0.0	0.0	0.7	No
Significance Threshold	562	103	1	1	---	---	---

5.1.2 Regional Criteria Pollutant Impacts

Table 15 presents the daily emissions from Project operation, including both onsite and offsite sources, and compares them to the mass daily thresholds to determine the significance of operation phase emissions impacts. Please note that all regional criteria pollutant impacts are less than significant.

Table 15 Operation Regional Criteria Pollutant Impacts (lbs/day)

Source Type	CO	NOx	PM ₁₀	PM _{2.5}	SO _x	ROG	Significant?
Mobile	2.6	0.2	0.6	0.1	0.0	0.3	---
Area	1.4	0.0	0.0	0.0	0.0	0.7	---
Energy	0.0	0.0	0.0	0.0	0.0	0.0	---
Total Operation Phase	4.0	0.3	0.6	0.1	0.0	1.1	No
Significance Threshold	550.0	55.0	150.0	55.0	55.0	150.0	---

5.1.3 Toxic Air Contaminants

The amount of TAC emissions that will be generated by onsite sources during Project operation (e.g., tenant owned combustion equipment, consumer products, etc.) is expected to be insignificant. The amount of TAC emissions generated by tenant vehicle travel are also expected to be minor and will occur primarily off-site (which does not contribute substantially to localized health risk impacts). Therefore, health risk impacts from Project operation are considered less than significant.

5.1.4 Greenhouse Gas Emissions

Operation phase GHG emissions are calculated by CalEEMod. Project operation phase GHG emissions are added to the amortized construction phase GHG emissions and compared to the appropriate significance threshold in Table 16. Please note that Project GHG emissions impacts are less than significant.

Table 16 Operation GHG Emissions

Source	CO ₂ e Emissions (MT)
Project Operation Phase	141.3
Amortized Construction Phase	5.5
Total Project	146.8
Significance Threshold	3,000
Significant?	No

5.2 Noise Impacts

Operational noise impacts are not a concern for the Project because residential/commercial activities do not generate substantial noise. Furthermore, the amount of vehicle traffic caused by the Project is insignificant when compared to existing traffic in the area. For these reasons, operational noise impacts from the Project are considered less than significant.

5.3 Vibration Impacts

Vibration impacts are not a concern for the Project because residential/commercial activities do not generate substantial vibration. Furthermore, the amount of vehicle traffic caused by the Project is insignificant when compared to existing traffic in the area. For these reasons, operational vibration impacts from the Project are considered less than significant.

SECTION 6 CUMULATIVE IMPACTS

This section addresses the potential for cumulative impacts to occur from the simultaneous construction of multiple projects in this area. Cumulative impacts from Project operation are also briefly addressed.

Based on observations in the area and information from Los Angeles City, there is one other construction project active or planned in the immediate vicinity (within 500 feet) of the Project. See Figure 1 for the location of this project.

6.1 Air Quality Impacts

Cumulative air quality impacts are addressed in this section.

6.1.1 Localized Criteria Pollutant Impacts

By grouping nearby projects together and treating them as one larger construction project, the same method for analyzing localized criteria pollutant impacts presented in Section 4.1.1 can be used to determine the significance of cumulative localized criteria pollutant impacts. The following two pieces of information are required to do this:

- **The total emissions from the group of projects.** This assessment assumes that most of the other construction projects in the area will produce the same emissions as the Project because they are similar in size. However, nearby construction projects 5 and 6 (see Figure 1) are assumed to produce twice the Project's emissions because they are larger.
- **The appropriate significance threshold.** According to SCAQMD guidelines, the significance thresholds for localized emissions impacts are based on the size of the project (e.g., the PM_{2.5} threshold is 4.0 lbs/day for a 2-acre project and 6.0 lbs/day for a 5-acre project). Therefore, cumulative localized emissions impacts from multiple projects should be compared to the appropriate significance threshold for the collective size of the considered Projects.

As such, the following scenario was analyzed for cumulative localized impacts:

- **Cumulative Scenario 1** – Three (3) projects under construction at the same time, the Project and two nearby neighbors. The 1-acre area containing these projects is shown on Figure 1.
- **Cumulative Scenario 2** – Six (6) projects under construction at the same time, the Project and five neighbors. The 4-acre area containing these projects is shown on Figure 1.

Table 17 presents the cumulative localized criteria pollutant emissions impacts associated with these two scenarios. The phase with the highest emissions is utilized for each pollutant (paving phase for NO_x, and grading phase for CO, PM₁₀, and PM_{2.5}).

Table 17 Construction Cumulative Localized Emissions Impacts (lbs/day)

Scenario	Parameter	CO	NO _x	PM ₁₀	PM _{2.5}
Cumulative Scenario 1 – Three projects in 1 acre	Cumulative Emissions	22.8	2.5	0.5	0.1
	Significance Threshold	562	103	4	3
	Significant?	No	No	No	No
Cumulative Scenario 2 – Six projects in 4 acres	Cumulative Emissions	60.9	6.7	1.4	0.3
	Significance Threshold	1,296	196	10.7	5.3
	Significant?	No	No	No	No

The results in Table 17 demonstrate that the Project does not cause or contribute to a cumulative exceedance of the localized criteria pollutant significance thresholds.

Localized criteria pollutants from operation of the Project are minor (see Section 5.1.1) and are not expected to cause a cumulative exceedance of the localized significance thresholds.

6.1.2 Regional Criteria Pollutant Impacts

Regional impacts are cumulative impacts by their nature. The regional significance thresholds were developed to ensure that a project does not disproportionately impact the cumulative air quality of the air basin. If a project has less than significant impacts for regional criteria pollutants, its cumulative impacts on a regional basis are also less than significant.

6.1.3 Greenhouse Gas Impacts

GHG impacts are global in their effects. For the same reason as the regional criteria pollutant impacts, if a project has a less than significant GHG emissions impact based on the SCAQMD's thresholds, it also has less-than-significant cumulative GHG impacts.

6.2 Noise Impacts

Any substantial building that breaks line-of-site between a noise source and the receptor is expected to reduce the noise level experienced by that receptor by about 15 dBA (see Appendix G). Additionally, as the distance between a source and receptor increases, the noise level experienced by that receptor decreases. Significant noise shielding exists in the area around the Project due to the density of buildings. This means that for a cumulative noise impact to potentially exist, a single noise sensitive receptor would need to be located close to and have direct line of sight to at least two active construction projects operating simultaneously.

While there are multiple construction projects near to the Project (see Figure 1), it is unlikely that they will be conducting the noisiest parts of construction at the same time. For example, project 5 is nearly complete and project 6 is already in the framing phase, far ahead of the Project. For this reason, Receptor C is not expected to experience significant cumulative noise impacts. Receptor A is located near to multiple construction projects, but is an expected construction project itself. Receptor B is also located near multiple construction projects. However, the Project noise barrier will reduce the potential for it to contribute to cumulative impacts at Receptors A or B. For these reasons, cumulative noise impacts during construction are considered less than significant.

Operational noise generated by the Project is insignificant (see Section 5.2) and is not expected to cause or contribute to a significant cumulative noise impact.

6.3 Vibration Impacts

In order for Project construction to cause or contribute to cumulative vibration impacts, another source of considerable vibration would need to occur near the Project and at exactly the same time. As this situation is not expected for this Project, cumulative vibration impacts are considered less than significant.

Operational vibration generated by the Project is insignificant (see Section 5.3) and is not expected to cause or contribute to a cumulative vibration impact.

SECTION 7 MITIGATIONS

All impacts are less than significant without mitigation. Therefore, no mitigation is necessary.

Please note that all impacts calculated in this Assessment assume the following:

- Each piece of construction equipment (i.e., loaders, cranes, excavators, etc.) will utilize an engine that meets the most recent emissions standard available for that type of equipment (i.e., Tier 4 final);
- Noise barriers that are sufficient to break line of site between construction equipment and the neighboring residences will be utilized along the northern and western portions of the site for as long as logistically feasible during construction (see Figure 1 for the approximate location);
- Exposed areas will be watered twice daily for dust control; and
- Mufflers will be utilized for each piece of heavy construction equipment that is compatible with their usage.

SECTION 8 REGULATORY REVIEW

This section addresses Project compliance with state and local regulations/guidelines. Specifically, this includes California's CEQA Guidelines Appendix G, SCAQMD's 2022 Air Quality Management Plan (AQMP), SCAQMD's Regulatory Control Measures (RCM), CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan), and the Noise Ordinance.

8.1 CEQA Guidelines Appendix G

This section addresses the significance of Project impacts with respect to the CEQA Guidelines Appendix G thresholds.

8.1.1 Air Quality

Each of the applicable air quality thresholds from Appendix G of the CEQA Guidelines are addressed below:

- **Threshold III.a - Would the project conflict with or obstruct implementation of the applicable air quality plan?**

The currently applicable air quality plan is the SCAQMD's 2022 Air Quality Management Plan (AQMP), which was adopted on December 2nd, 2022.

SCAQMD's CEQA *Air Quality Handbook* defines the following two criteria for determining consistency with the AQMP:

- **Criterion 1.** *Whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan.*

As presented in Sections 4, 5, and 6 of this report, short term (construction), long term (operation), and cumulative impacts are all less than the applicable SCAQMD significance thresholds. As the SCAQMD significance thresholds are designed to ensure compliance with the AQMD, the Project is consistent with Criterion 1.

- **Criterion 2.** *Whether the proposed project would exceed the forecasted growth incorporated into the AQMP.*

The AQMP utilizes the Southern California Association of Governments (SCAG) latest growth forecasts (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). SCAG growth forecasts are made in consultation with local governments and with reference to their local general plans. Growth forecasts prepared by SCAG indicate that the population in the Los Angeles City will increase from 3,933,800 in 2016 to 4,771,300 in 2045 (an increase of 837,500 people). As the Project will only add about 56 residents (0.007% of the total increase), the Project induced growth would be within local projections. Therefore, the Project would be consistent with the AQMP.

- **Threshold III.b - Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Construction:

The South Coast Air Basin is designated as nonattainment of the CAAQS and NAAQS for O₃, PM₁₀, and PM_{2.5}. As presented in Table 8, emissions associated with construction of the Project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being in nonattainment of the ambient air quality standards for O₃, PM₁₀, and PM_{2.5}, the SCAQMD does not consider individual Projects that produce less emissions than the applicable mass daily thresholds to be cumulatively considerable. Therefore, the Project will not result in a cumulatively considerable net increase of nonattainment pollutants during the construction phase.

Operation:

Table 14 demonstrates that the Project's operation phase emissions are less than the SCAQMD's mass daily thresholds. As such, the Project will not result in cumulatively considerable net increase of nonattainment pollutants during the construction phase.

- **Threshold III.c - Would the project expose sensitive receptors to substantial pollutant concentrations?**

Construction:

To determine the significance of impacts to sensitive receptors, this AQCCIA utilizes SCAQMD's LSTs for criteria pollutant emissions and the SCAQMD's *Air Quality Analysis Handbook* (2015) health risk thresholds for TAC emissions. As presented in Table 8, construction criteria pollutant emissions are less than the applicable LST thresholds. In addition, Table 10 demonstrates that construction health risk impacts are less than the applicable thresholds. As such, construction of the Project will not expose sensitive receptors to substantial pollutant concentrations.

Operation:

As presented in Table 14, operation criteria pollutant emissions are less than the applicable LST thresholds. In addition, Section 5.1.3 presents that operation of the Project will not produce substantial localized toxic air contaminant emissions and, therefore, operation phase health risk impacts are less significant. As such, operation of the Project will not expose sensitive receptors to substantial pollutant concentrations.

- **Threshold III.d - Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Construction:

The only type of potentially impactful emissions other than criteria pollutants and TACs would be emissions leading to odors. Potential construction-related sources of objectionable odors include equipment exhaust, asphalt, and architectural coatings/finishes. Any objectionable odors from these sources will be highly localized and temporary in nature. The Project will

utilize typical construction techniques and the odors will be typical of other construction sites. As such, construction-related odor impacts are considered less than significant.

Operation:

According to the SCAQMD CEQA *Air Quality Analysis Handbook* (2015), land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As a typical mixed-used development, operation of the Project is not expected to produce odors. Therefore, the Project's operation-related odor impacts are considered less than significant.

8.1.2 Greenhouse Gas

Each of the applicable greenhouse gas thresholds from Appendix G of the CEQA Guidelines are addressed below:

- ***Threshold VIII.a - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Table 11 shows that construction emissions are below the residential GHG significance threshold in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (December 2008). Furthermore, when construction GHG emissions are amortized over the life of the Project and added to operation GHG emissions (per SCAQMD guidance), Project impacts remain below the significance thresholds, as presented in Table 16.

- ***Threshold VIII.b - Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The Project is consistent with the growth projections in the SCAG 2020-2040 RTP/SCS (see Section 8.1.1 Threshold 111.a Criterion 2 above).

Project consistency with the CARB's Scoping Plan and the City of Los Angeles's measures adopted in support thereof is addressed in Appendix I. The Project is expected to be consistent with the applicable plans, policies, or regulations.

8.1.3 Noise and Vibration

Each of the applicable noise and vibration thresholds from Appendix G of the CEQA Guidelines are addressed below:

- ***Threshold XIII.a - Would the project generate 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?***

Table 12 shows that the Project's construction phase noise impacts are below the Los Angeles Noise Ordinance threshold. Operational noise impacts are also expected to be below the thresholds, as described in Section 5.2. The Project will also comply with the Noise Ordinance requirements, as described in Section 8.2.2.

- **Threshold VIII.b - Would the project generate excessive groundborne vibration or groundborne noise levels?**

Table 13 shows that the Project's construction phase vibration impacts are below the applicable significance threshold. Operation phase vibration impacts are also expected to be less than significance, as discussed in Section 5.3.

- **Threshold VIII.c - 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 levels?**

The Project is not located within an airport land use plan. It is located 5 miles from Santa Monica Airport. As such, the Project will not expose residents or workers to excessive noise levels from the airport activity.

8.2 Regulatory Compliance Measures

This section presents the local regulatory measures with which the Project will comply.

8.2.1 SCAQMD

The Project will comply with the following SCAQMD RCMs:

- **RCM-AQ-1 Demolition, Grading, and Construction Activities (SCAQMD Rule 403).**

The Project will comply with all applicable SCAQMD Rules, including the following provisions of Rule 403:

- All unpaved construction areas shall be wetted at least twice daily during construction to reduce dust emissions and meet SCAQMD District Rule 403.
- When loading earthen material into trucks, the material shall be pre-wetted, a freeboard of at least 6 inches must be maintained, and material shall be covered while in transport.
- Track out of dirt onto roads shall not extend 25 feet or more from the point of origination and shall be removed at the conclusion of each workday.

- **RCM-AQ-2 Construction Equipment Fleet Regulations**

In accordance with California's In-Use Off-Road Diesel-Fueled Fleet Regulations, equipment operators shall be registered using the Diesel Off-Road Online Reporting System (DOORS) and diesel-powered construction equipment with 25 horsepower or greater engines shall meet exhaust emissions standards.

- **RCM-AQ-3 Idling of Diesel-Fueled Commercial Vehicles**

In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) shall be limited to five minutes at any location.

- **RCM-AQ-4 Operation of Diesel-Fueled Stationary Engines**

In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **RCM-AQ-5 Architectural Coatings**

The Project shall comply with the SCAQMD Rule 1113 limits on volatile organic compound content of architectural coatings.

- **RCM-AQ-6 Adhesive and Sealant Applications**

The Project shall comply with the SCAQMD Rule 1168 limits on the volatile organic compound content of adhesives, adhesive primers, sealants, and sealant primers.

8.2.2 Noise Ordinance

The Project will comply with the following noise ordinance RCMs:

- **RCM-NO-1 Noise Limits**

The Project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 (see Section 41.40 of the Municipal Code) and 161,574 (see Section 112.05 of the Municipal Code), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

- **RCM-NO-2 Project Construction Hours**

Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or federal holiday.

- **RCM-NO-3 Noise Control Measures**

Per LAMC Section 112.05, noise-generating equipment operated at the development site shall be equipped with the most effective and technologically feasible noise control devices, such as sound barriers, mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures.

- **RCM-AQ-4 Construction Site Notice**

The proposed project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

- **RCM-NO-5 HVAC Noise**

The Project shall comply with LAMC Section 112.02, which prohibits the operation of Heating, ventilation, and air conditioning (HVAC) or similar mechanical equipment from exceeding the ambient noise level at adjacent occupied properties by more than five (5) decibels.

- **RCM-AQ-6 Parking Structure Ramps**

Parking structure ramps shall be constructed with concrete and not metal. Interior ramps shall be textured to prevent tire squeal at turning areas.

SECTION 9 CONCLUSION

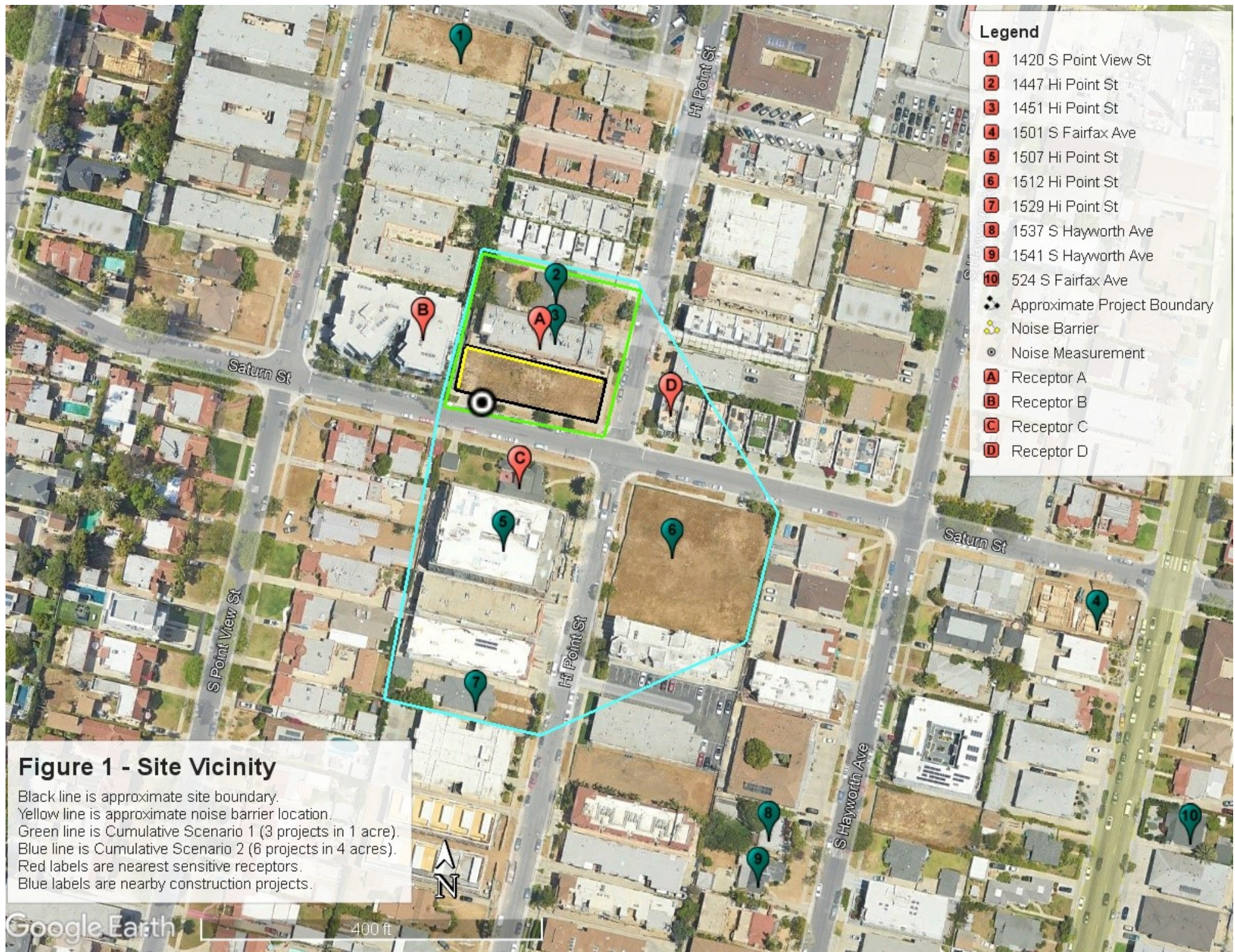
This AQCCIA quantifies and determines the significance of construction, operation, and cumulative impacts associated with criteria pollutant, TAC, and GHG emissions from the Project.

This AQCCIA finds that the Project has **less than significant** impacts with respect to the following CEQA Guidelines Appendix G thresholds:

- Threshold III.a - Would the project conflict with or obstruct implementation of the applicable air quality plan? **No.**
- Threshold III.b - Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? **No.**
- Threshold III.c - Would the project expose sensitive receptors to substantial pollutant concentrations? **No.**
- Threshold III.d - Would the result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? **No.**
- Threshold VIII.a - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **No.**
- Threshold VIII.b - Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **No.**
- Threshold XIII.a - Would the project generate 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? **No.**
- Threshold VIII.b - Would the project generate excessive groundborne vibration or groundborne noise levels? **No.**
- Threshold VIII.c - 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 levels? **No.**

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APPENDIX B CALEEMOD OUTPUT



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7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1459 Hi Point
Construction Start Date	7/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	34.050335948300344, -118.3694884607852
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4323
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.20

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
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Apartments Mid Rise	19.0	Dwelling Unit	0.20	25,647	1,000	—	56.0	—
Enclosed Parking with Elevator	7.96	1000sqft	0.00	7,957	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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.	0.21	0.18	1.24	8.93	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,803	1,803	0.08	0.10	2.02	1,835
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	5.49	1.28	8.76	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,793	1,793	0.08	0.10	0.05	1,823
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.58	0.62	5.12	0.01	0.01	0.23	0.24	0.01	0.05	0.07	—	985	985	0.04	0.03	0.45	994
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.11	0.11	0.93	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	163	163	0.01	0.01	0.07	165

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	0.21	0.18	1.24	8.93	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,803	1,803	0.08	0.10	2.02	1,835
2025	0.19	0.17	0.65	6.72	0.01	0.02	0.29	0.31	0.02	0.07	0.09	—	1,282	1,282	0.05	0.03	1.30	1,294
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21	0.18	1.28	8.76	0.01	0.03	0.48	0.50	0.03	0.10	0.12	—	1,793	1,793	0.08	0.10	0.05	1,823
2025	0.19	5.49	1.13	6.51	0.01	0.02	0.29	0.31	0.02	0.07	0.09	—	1,268	1,268	0.05	0.04	0.03	1,279
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.08	0.07	0.45	3.36	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	—	674	674	0.03	0.03	0.33	684
2025	0.15	0.58	0.62	5.12	0.01	0.01	0.23	0.24	0.01	0.05	0.07	—	985	985	0.04	0.03	0.45	994
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.01	0.08	0.61	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	112	112	< 0.005	0.01	0.05	113
2025	0.03	0.11	0.11	0.93	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	163	163	0.01	< 0.005	0.07	165

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.	0.53	1.08	0.29	4.04	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	860	869	0.94	0.03	2.24	904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.92	0.30	2.44	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	830	839	0.94	0.03	0.24	872

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	1.01	0.30	3.35	0.01	0.01	0.52	0.52	0.01	0.13	0.14	8.90	811	820	0.94	0.03	1.03	853
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.18	0.05	0.61	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	1.47	134	136	0.16	< 0.005	0.17	141

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	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
Area	0.16	0.75	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.31	4.31	< 0.005	< 0.005	—	4.32
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	0.53	1.08	0.29	4.04	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	860	869	0.94	0.03	2.24	904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
Area	0.00	0.59	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18

Total	0.36	0.92	0.30	2.44	0.01	0.01	0.55	0.56	0.01	0.14	0.15	8.90	830	839	0.94	0.03	0.24	872
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	0.31	0.24	2.35	0.01	< 0.005	0.52	0.52	< 0.005	0.13	0.13	—	565	565	0.03	0.02	0.84	574
Area	0.11	0.70	0.01	0.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.95	2.95	< 0.005	< 0.005	—	2.96
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	234	234	0.02	< 0.005	—	235
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	0.45	1.01	0.30	3.35	0.01	0.01	0.52	0.52	0.01	0.13	0.14	8.90	811	820	0.94	0.03	1.03	853
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0
Area	0.02	0.13	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.49	0.49	< 0.005	< 0.005	—	0.49
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.7	38.7	< 0.005	< 0.005	—	38.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.08	0.18	0.05	0.61	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	1.47	134	136	0.16	< 0.005	0.17	141

3. Construction Emissions Details

3.1. Site Preparation (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	0.03	0.03	0.14	2.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement:	—	—	—	—	—	—	0.00	0.00	—	0.00	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	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.96	7.96	< 0.005	< 0.005	—	7.99
Dust From Material Movement:	—	—	—	—	—	—	0.00	0.00	—	0.00	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	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.32	1.32	< 0.005	< 0.005	—	1.32
Dust From Material Movement:	—	—	—	—	—	—	0.00	0.00	—	0.00	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	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	84.7	84.7	< 0.005	< 0.005	0.33	86.0

Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.35	135
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	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.69
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.61
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

3.3. 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	0.10	0.10	0.53	7.61	0.01	0.02	—	0.02	0.02	—	0.02	—	1,088	1,088	0.04	0.01	—	1,092
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
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	0.10	0.10	0.53	7.61	0.01	0.02	—	0.02	0.02	—	0.02	—	1,088	1,088	0.04	0.01	—	1,092
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
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	0.03	0.03	0.15	2.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	298	298	0.01	< 0.005	—	299
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 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	0.01	0.01	0.03	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	49.4	49.4	< 0.005	< 0.005	—	49.5
Dust From Material Movement	—	—	—	—	—	—	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	0.07	0.06	0.07	1.06	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	198	198	0.01	0.01	0.78	201

Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.35	135
Hauling	0.03	0.01	0.49	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	388	388	0.02	0.06	0.89	408
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.89	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	187	187	0.01	0.01	0.02	190
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.01	135
Hauling	0.03	0.01	0.50	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	388	388	0.02	0.06	0.02	407
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.1	52.1	< 0.005	< 0.005	0.09	52.8
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.4	35.4	< 0.005	< 0.005	0.04	36.9
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	0.01	0.02	0.11	112
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.62	8.62	< 0.005	< 0.005	0.02	8.74
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	6.11
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	< 0.005	< 0.005	0.02	18.5

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903

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	0.01	0.01	0.06	0.69	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	118	118	< 0.005	< 0.005	—	119
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	< 0.005	< 0.005	0.01	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.7
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	0.11	1.28	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	268	268	0.01	0.01	0.03	271
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	108	108	< 0.005	0.01	0.01	112
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	0.18	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	35.7	35.7	< 0.005	< 0.005	0.06	36.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.2	14.2	< 0.005	< 0.005	0.02	14.8
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	0.01	0.01	0.00	< 0.005	< 0.005	—	5.91	5.91	< 0.005	< 0.005	0.01	6.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.44
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903
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	0.09	0.09	0.44	5.27	0.01	0.02	—	0.02	0.02	—	0.02	—	900	900	0.04	0.01	—	903
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	0.06	0.06	0.31	3.64	0.01	0.01	—	0.01	0.01	—	0.01	—	621	621	0.03	0.01	—	623
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	0.01	0.01	0.06	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	103	103	< 0.005	< 0.005	—	103
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	0.10	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	< 0.005	0.01	0.29	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	< 0.005	0.01	0.01	110
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	0.07	0.06	0.07	0.86	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	184	184	0.01	0.01	0.30	186
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	73.1	73.1	< 0.005	0.01	0.09	76.3
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.4	30.4	< 0.005	< 0.005	0.05	30.8
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.01	12.6
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

3.9. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	0.84	4.58	0.01	0.01	—	0.01	0.01	—	0.01	—	654	654	0.03	0.01	—	657
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.01	0.01	0.07	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.8	53.8	< 0.005	< 0.005	—	54.0
Paving	—	< 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	< 0.005	< 0.005	0.01	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.91	8.91	< 0.005	< 0.005	—	8.94
Paving	—	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.83	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	186
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	0.01	0.03	0.01	199
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	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.3	15.3	< 0.005	< 0.005	0.03	15.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.6	15.6	< 0.005	< 0.005	0.02	16.3
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	< 0.005	2.57
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.59	2.59	< 0.005	< 0.005	< 0.005	2.70
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	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	5.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	< 0.005	< 0.005	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.0
Architect ural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.82
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
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	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
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	0.36	0.33	0.23	2.60	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	613	613	0.03	0.02	2.06	623
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
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	0.36	0.32	0.25	2.42	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	587	587	0.03	0.03	0.05	596
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0

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	0.06	0.06	0.04	0.43	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	93.5	93.5	0.01	< 0.005	0.14	95.0

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	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	174	174	0.01	< 0.005	—	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	174	174	0.01	< 0.005	—	174

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	9.20	9.20	< 0.005	< 0.005	—	9.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7	< 0.005	< 0.005	—	28.9

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
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	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
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	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
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	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0

4.3. Area Emissions by Source

4.3.1. 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	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.15	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.31	4.31	< 0.005	< 0.005	—	4.32
Total	0.16	0.75	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.31	4.31	< 0.005	< 0.005	—	4.32

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.59	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.49	0.49	< 0.005	< 0.005	—	0.49
Total	0.02	0.13	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.49	0.49	< 0.005	< 0.005	—	0.49

4.4. Water Emissions by Land Use

4.4.1. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.29	10.6	0.14	< 0.005	—	15.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.22	1.54	1.76	0.02	< 0.005	—	2.51

4.5. Waste Emissions by Land Use

4.5.1. 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	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
-------	---	---	---	---	---	---	---	---	---	---	---	------	------	------	------	------	---	------

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03

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)

Equipme 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)

Equipme nt 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Site Preparation	Site Preparation	7/01/2024	7/11/2024	6.00	10.0	—
Grading	Grading	7/12/2024	11/5/2024	6.00	100	—
Building Construction	Building Construction	11/6/2024	10/21/2025	6.00	300	—
Paving	Paving	10/22/2025	11/25/2025	6.00	30.0	—
Architectural Coating	Architectural Coating	11/26/2025	12/30/2025	6.00	30.0	—

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
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Grading	Excavators	Diesel	Tier 4 Final	1.00	6.00	154	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 4 Final	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 4 Final	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	6.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	14.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	4.00	10.2	HHDT,MHDT
Grading	Hauling	5.50	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	20.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	3.34	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	14.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	6.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

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)
Architectural Coating	51,935	17,312	0.00	0.00	478

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 (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	0.40	0.00	—
Grading	0.00	4,400	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	0.18

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.18	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

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	103	93.3	77.7	35,864	775	699	582	268,808
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	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	19
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
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)
51935.174999999996	17,312	0.00	0.00	448

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)
Apartments Mid Rise	62,386	690	0.0489	0.0069	188,582
Enclosed Parking with Elevator	29,373	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	708,202	17,141

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	14.0	—
Enclosed Parking with Elevator	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

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
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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
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	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 (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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.

6.4. 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	50.5
AQ-PM	66.4
AQ-DPM	65.0

Drinking Water	92.5
Lead Risk Housing	73.6
Pesticides	0.00
Toxic Releases	77.3
Traffic	65.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	54.5
Haz Waste Facilities/Generators	73.5
Impaired Water Bodies	66.7
Solid Waste	43.2
Sensitive Population	—
Asthma	31.8
Cardio-vascular	27.1
Low Birth Weights	22.4
Socioeconomic Factor Indicators	—
Education	34.4
Housing	86.3
Linguistic	27.3
Poverty	48.9
Unemployment	41.8

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	45.91299885

Employed	51.27678686
Median HI	57.01270371
Education	—
Bachelor's or higher	74.91338381
High school enrollment	100
Preschool enrollment	68.89516233
Transportation	—
Auto Access	50.17323239
Active commuting	75.77312973
Social	—
2-parent households	15.95021173
Voting	60.68266393
Neighborhood	—
Alcohol availability	18.36263313
Park access	24.31669447
Retail density	75.90145002
Supermarket access	87.89939689
Tree canopy	40.81868343
Housing	—
Homeownership	28.02515078
Housing habitability	45.43821378
Low-inc homeowner severe housing cost burden	55.79366098
Low-inc renter severe housing cost burden	51.37944309
Uncrowded housing	50.16040036
Health Outcomes	—
Insured adults	46.5161042
Arthritis	31.2

Asthma ER Admissions	69.9
High Blood Pressure	12.0
Cancer (excluding skin)	25.9
Asthma	46.1
Coronary Heart Disease	40.3
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	36.9
Life Expectancy at Birth	47.7
Cognitively Disabled	60.3
Physically Disabled	65.4
Heart Attack ER Admissions	63.0
Mental Health Not Good	63.6
Chronic Kidney Disease	27.1
Obesity	41.1
Pedestrian Injuries	19.6
Physical Health Not Good	56.1
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	68.2
No Leisure Time for Physical Activity	66.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	34.9
English Speaking	65.3

Foreign-born	41.7
Outdoor Workers	80.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	14.4
Traffic Density	86.0
Traffic Access	87.4
Other Indices	—
Hardship	45.0
Other Decision Support	—
2016 Voting	38.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	53.0
Healthy Places Index Score for Project Location (b)	55.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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	Per project Applicant.
Construction: Construction Phases	Project start and end dates per Applicant. Duration of each phase estimated based on scope of Project.
Construction: Off-Road Equipment	CalEEMod defaults adjusted based on size/scope of Project. Tier 4 final engines.
Construction: Dust From Material Movement	Assume entire site is "graded" twice for site prep phase. Total acres graded during grading phase automatically calculated. Material exported during grading phase per Applicant.
Construction: Trips and VMT	Worker and vendor trips estimated based on Project scope. CalEEMod automatically calculates haul trips (and vendor trips during building phase).
Construction: Paving	Conservatively assume the entire parking lot is paved in asphalt (concrete does not produce voc emissions)
Operations: Hearths	No fireplaces or wood stoves.

APPENDIX C TAC EMISSIONS CALCULATIONS



TOXIC AIR CONTAMINANT (TAC) EMISSIONS

Chronic and Cancer Risk DPM Emissions Determination

Construction Phase	Onsite DPM (lb/day)	Days	DPM (lb)
Site Prep	0.0055	10	0.06
Grading	0.0206	100	2.06
Building	0.0170	300	5.10
Paving	0.0122	30	0.37
Coating	0.0023	30	0.07
Total:		470	7.65

Average Day (lb/day)	0.0162766
Hours/day	8
Average Hourly DPM (lb/hr) =	0.00203

Acute Risk Emissions (Based on Grading Phase)

Parameter	DPM	ROG
Daily Onsite Emissions (lb/day)	0.0206	0.10
Hours/Day	8	8
Peak/Average Activity Ratio	4	4
Peak Hour Emissions (lb/hr)	0.0103	0.051

Acute Risk DPM Speciation (Based on ARB Profiles for diesel fueled equip.)

Chemical	Fraction of DPM	Emissions (lb/hr)
Arsenic	5.00E-06	5.15E-08
Chlorine	3.44E-04	3.54E-06
Copper	2.50E-05	2.58E-07
Mercury	3.00E-05	3.09E-07
Nickel	1.90E-05	1.96E-07
Vanadium	2.90E-05	2.99E-07

Acute Risk ROG Speciation (Based on ARB Profiles for diesel fueled equip.)

Chemical	Fraction of DPM	Emissions (lb/hr)
Benzene	2.00E-02	1.03E-03
Toluene	1.47E-02	7.56E-04
Xylenes	1.04E-02	5.35E-04
Formaldehyde	1.47E-01	7.56E-03
Methanol	3.00E-04	1.54E-05
Methyl Ethyl Ketone	1.48E-02	7.61E-04
Styrene	5.80E-04	2.98E-05

APPENDIX D HRA SCREENING SPREADSHEETS (ACUTE RISK)



(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

Note: This assessment is only utilized for acute risk impacts. Cancer and chronic risk impacts are redacted to avoid confusion. See Appendix E for cancer/chronic risk calculations.

Conversion Units (select units)

Source Type	Other	
Screening Mode (NO = Tier 1 or Tier 2; YES = Tier 3)	NO	

Fac Name: 1459 Hi Point A/N: 0

Emissions -
RiskTool Acute.xlsm

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS

INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

A/N: _____

Fac: 1459 Hi Point _____

Application deemed complete date: 11/2/2023 _____

1. Stack Data

Equipment Type Other

Combustion Eff 0.0

With T-BACT

Operation Schedule 8 hrs/day
6 days/week
52 weeks/year

Stack Height 15 ft

Building Area 7957 ft²

Distance to Residential 9.1 m

Distance to Commercial 9.1 m

Meteorological Station Santa Monica Airport

2. Tier 2 Data

Dispersion Factors tables Volume Source

For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q ($\mu\text{g}/\text{m}^3$)/(tons/yr)	X/Qmax ($\mu\text{g}/\text{m}^3$)/(lbs/hr)
Residential	9.49	707.38
Commercial - Worker	9.49	707.38

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	2	
Combined Exposure Factor (CEF) - Table 4	311.35	4.47
Worker Adjustment Factor (WAF) - Table 5	1	3.50

A/N:

Application deemed complete date: 11/02/23

3. Rule 1401 Compound Data

[illegible]

A/N:

Application deemed complete date: 11/02/23

4. Emission Calculations

Air Emission Calculations						
Compound	R1 (lbs/hr)	R2 (lbs/hr)	R1 (lbs/day)	R2 (lbs/day)	R2 (lbs/yr)	R2 (tons/yr)
Arsenic and Compounds (Inorganic)	5.15E-08	5.15E-08	4.12E-07	4.12E-07	1.29E-04	6.43E-08
Chlorine	3.54E-06	3.54E-06	2.83E-05	2.83E-05	8.84E-03	4.42E-06
Copper and Compounds	2.58E-07	2.58E-07	2.06E-06	2.06E-06	6.43E-04	3.21E-07
Mercury and Compounds (Inorganic)	3.09E-07	3.09E-07	2.47E-06	2.47E-06	7.71E-04	3.86E-07
Nickel and Compounds	1.96E-07	1.96E-07	1.57E-06	1.57E-06	4.88E-04	2.44E-07
Vanadium Pentoxide	2.99E-07	2.99E-07	2.39E-06	2.39E-06	7.46E-04	3.73E-07
Benzene	1.03E-03	1.03E-03	8.22E-03	8.22E-03	2.57E+00	1.28E-03
Toluene	7.56E-04	7.56E-04	6.04E-03	6.04E-03	1.89E+00	9.43E-04
Xylenes (Mixed Isomers)	5.35E-04	5.35E-04	4.28E-03	4.28E-03	1.33E+00	6.67E-04
Formaldehyde	7.56E-03	7.56E-03	6.04E-02	6.04E-02	1.89E+01	9.43E-03
Methanol	1.54E-05	1.54E-05	1.23E-04	1.23E-04	3.85E-02	1.92E-05
Methyl Ethyl Ketone (2-Butanone)	7.61E-04	7.61E-04	6.09E-03	6.09E-03	1.90E+00	9.49E-04
Styrene	2.98E-05	2.98E-05	2.38E-04	2.38E-04	7.44E-02	3.72E-05
Total	1.07E-02	1.07E-02	8.55E-02	8.55E-02	2.67E+01	1.33E-02

TIER 2 RESULTS

A/N:

Application deemed complete date: 11/02/23

6. Hazard Index Summary

HIA = [Q(lb/hr) * (X/Q)max * MWAF] / Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr = [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

A/N: _____

Application deemed complete date: 11/02/23

Target Organs	Acute	Chronic	8-hr Chronic	Acute Pass/Fail	Chronic Pass/Fail	8-hr Chronic Pass/Fail
Alimentary system (liver) - AL				Pass	Pass	Pass
Bones and teeth - BN				Pass	Pass	Pass
Cardiovascular system - CV	1.82E-04	3.58E-03	1.42E-04	Pass	Pass	Pass
Developmental - DEV	2.75E-02	4.25E-03	3.56E-04	Pass	Pass	Pass
Endocrine system - END				Pass	Pass	Pass
Eye	9.73E-02	9.04E-06		Pass	Pass	Pass
Hematopoietic system - HEM	2.69E-02	4.22E-03	1.42E-02	Pass	Pass	Pass
Immune system - IMM	2.76E-02		1.35E-04	Pass	Pass	Pass
Kidney - KID		4.71E-04	2.13E-04	Pass	Pass	Pass
Nervous system - NS	5.78E-04	4.09E-03	3.56E-04	Pass	Pass	Pass
Reproductive system - REP	2.75E-02	4.25E-03	3.56E-04	Pass	Pass	Pass
Respiratory system - RESP	9.48E-05	1.39E-02	3.51E-02	Pass	Pass	Pass
Skin		3.58E-03	1.42E-04	Pass	Pass	Pass

A/N: _____

Application deemed complete date: 11/02/23**6a. Hazard Index Acute - Resident**

HIA = [Q(lb/hr) * (X/Q)max resident * MWAF] / Acute REL

Compound	HIA - Residential									
	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Arsenic and Compounds (Inorganic)		1.82E-04	1.82E-04				1.82E-04	1.82E-04		
Chlorine				1.19E-05					1.19E-05	
Copper and Compounds									1.82E-06	
Mercury and Compounds (Inorganic)			3.64E-04				3.64E-04	3.64E-04		
Nickel and Compounds						6.92E-04				
Vanadium Pentoxide				7.04E-06					7.04E-06	
Benzene			2.69E-02		2.69E-02	2.69E-02		2.69E-02		
Toluene			1.44E-05	1.44E-05			1.44E-05	1.44E-05	1.44E-05	
Xylenes (Mixed Isomers)				1.72E-05			1.72E-05		1.72E-05	
Formaldehyde				9.72E-02						
Methanol							3.90E-07			
Methyl Ethyl Ketone (2-Butanone)				4.14E-05					4.14E-05	
Styrene			1.00E-06	1.00E-06				1.00E-06	1.00E-06	
Total		1.82E-04	2.75E-02	9.73E-02	2.69E-02	2.76E-02	5.78E-04	2.75E-02	9.48E-05	

6a. Hazard Index Acute - Worker

A/N: _____

Application deemed complete date: 11/02/23

HIA = [Q(lb/hr) * (X/Q)max Worker * MWAF] / Acute REL

Compound	HIA - Commercial									
	AL	CV	DEV	EYE	HEM	IMM	NS	REP	RESP	SKIN
Arsenic and Compounds (Inorganic)		1.82E-04	1.82E-04				1.82E-04	1.82E-04		
Chlorine				1.19E-05					1.19E-05	
Copper and Compounds									1.82E-06	
Mercury and Compounds (Inorganic)			3.64E-04				3.64E-04	3.64E-04		
Nickel and Compounds						6.92E-04				
Vanadium Pentoxide				7.04E-06					7.04E-06	
Benzene			2.69E-02		2.69E-02	2.69E-02		2.69E-02		
Toluene			1.44E-05	1.44E-05			1.44E-05	1.44E-05	1.44E-05	
Xylenes (Mixed Isomers)				1.72E-05			1.72E-05		1.72E-05	
Formaldehyde				9.72E-02						
Methanol							3.90E-07			
Methyl Ethyl Ketone (2-Butanone)				4.14E-05					4.14E-05	
Styrene			1.00E-06	1.00E-06				1.00E-06	1.00E-06	
Total		1.82E-04	2.75E-02	9.73E-02	2.69E-02	2.76E-02	5.78E-04	2.75E-02	9.48E-05	

APPENDIX E HRA SCREENING SPREADSHEETS (CANCER AND CHRONIC RISK)



(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool VI.103

Note: This assessment is only utilized for cancer and chronic risk impacts. Acute risk impacts are redacted to avoid confusion. See Appendix D for acute risk calculations.

11/4/2023

EMISSIONS ARE ENTERED ON THE EMISSIONS WORKSHEET OR ON ONE OF EQUIPMENT WORKSHEETS

INPUT PARAMETERS ENTERED ON THE EMISSIONS SHEET ARE USED FOR TIERS 1 AND TIER 2 ANALYSES

TIER 2 SCREENING RISK ASSESSMENT REPORT

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

A/N: _____

Fac: 1459 Hi Point _____

Application deemed complete date: 11/2/2023 _____

1. Stack Data

Equipment Type Other

Combustion Eff 0.0

With T-BACT

Operation Schedule 8 hrs/day
6 days/week
52 weeks/year

Stack Height 15 ft

Building Area 7957 ft²

Distance to Residential 9.1 m

Distance to Commercial 9.1 m

Meteorological Station Santa Monica Airport

2. Tier 2 Data

Dispersion Factors tables Volume Source

For Chronic X/Q	Table 7
For Acute X/Q max	Table 7.7

Dilution Factors

Receptor	X/Q ($\mu\text{g}/\text{m}^3$)/(tons/yr)	X/Qmax ($\mu\text{g}/\text{m}^3$)/(lbs/hr)
Residential	9.49	707.38
Commercial - Worker	9.49	707.38

Intake and Adjustment Factors

	Residential	Worker
Year of Exposure	2	
Combined Exposure Factor (CEF) - Table 4	311.35	4.47
Worker Adjustment Factor (WAF) - Table 5	1	3.50

A/N: _____

Application deemed complete date: 11/02/23

3. Rule 1401 Compound Data

[illegible]

A/N: _____

Application deemed complete date: 11/02/23

4. Emission Calculations

[illegible]

TIER 2 RESULTS

A/N:

Application deemed complete date: 11/02/23

5a. MICR

$$\text{MICR Resident} = \text{CP (mg/(kg-day))}^{-1} * \text{Q (ton/yr)} * (\text{X/Q})_{\text{Resident}} * \text{CEF}_{\text{Resident}} * \text{MP}_{\text{Resident}} * 1\text{e-6} * \text{MwAF}$$
$$\text{MICR Worker} = \text{CP (mg/(kg-day))}^{-1} * \text{Q (ton/yr)} * (\text{X/Q}) \text{ Worker} * \text{CEF Worker} * \text{MP Worker} * \text{WAF Worker} * 1\text{e-6} * \text{MwAF}$$

Compound	Residential	Commercial
Particulate Emissions from Diesel-Fueled Engines	8.25E-06	4.15E-07
Total	8.25E-06	4.15E-07
	PASS	PASS

5b. Is Cancer Burden Calculation Needed (MICR >1E-6)?

YES

New X/Q at which MICR_{70yr} is one-in-a-million $[(\mu\text{g}/\text{m}^3)/(\text{tons}/\text{yr})]$:

4.67E-01

New Distance, interpolated from X/Q table using New X/Q (meter):

219.66

Zone Impact Area (km²):

1.52E-01

Zone of Impact Population (7000 person/km²):

1.06E+03

Cancer Burden:

2.16E-02

Cancer Burden is less than or equal to 0.5

PASS

6. Hazard Index Summary

HIA = [Q(lb/hr) * (X/Q)max * MWAF] / Acute REL

HIC = [Q(ton/yr) * (X/Q) * MP * MWAF] / Chronic REL

HIC 8-hr = [Q(ton/yr) * (X/Q) * WAF * MWAF] / 8-hr Chronic REL

A/N: _____

Application deemed complete date: 11/02/23

Target Organs	Acute	Chronic	8-hr Chronic	Acute Pass/Fail	Chronic Pass/Fail	8-hr Chronic Pass/Fail
Alimentary system (liver) - AL				Pass	Pass	Pass
Bones and teeth - BN				Pass	Pass	Pass
Cardiovascular system - CV				Pass	Pass	Pass
Developmental - DEV				Pass	Pass	Pass
Endocrine system - END				Pass	Pass	Pass
Eye				Pass	Pass	Pass
Hematopoietic system - HEM				Pass	Pass	Pass
Immune system - IMM				Pass	Pass	Pass
Kidney - KID				Pass	Pass	Pass
Nervous system - NS				Pass	Pass	Pass
Reproductive system - REP				Pass	Pass	Pass
Respiratory system - RESP		4.82E-03		Pass	Pass	Pass
Skin				Pass	Pass	Pass

A/N: _____

Application deemed complete date: 11/02/23

6b. Hazard Index Chronic - Resident

$$\text{HIC} = [\text{Q}(\text{ton/yr}) * (\text{X/Q}) \text{ Resident} * \text{MP Chronic Resident} * \text{MWAf}] / \text{Chronic REL}$$
[illegible]

A/N: _____

Application deemed complete date: 11/02/23

6b. Hazard Index Chronic - Worker

$$\text{HIC} = [\text{Q}(\text{ton/yr}) * (\text{X}/\text{Q}) * \text{MP Chronic Worker} * \text{MWAFF}] / \text{Chronic REL}$$
[illegible]

APPENDIX F AMBIENT NOISE MONITORING DATA

Session Report

10/23/2023

Summary Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Lmax	1	81.1 dB	Lavg	1	52.5 dB
Weighting	1	A	Response	1	SLOW

Information Panel

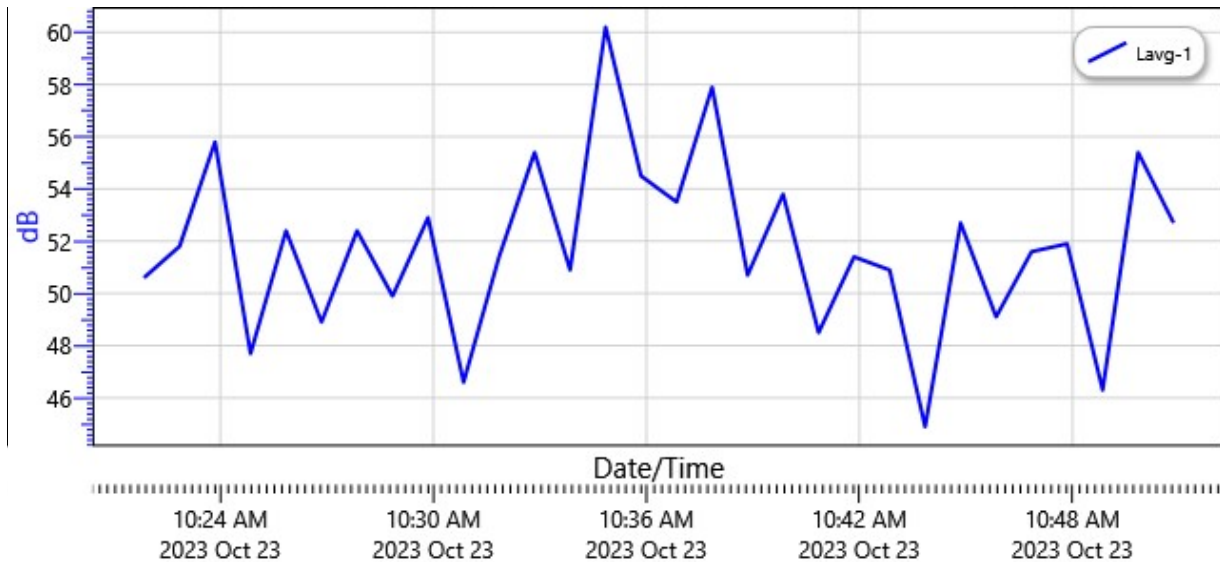
Name	S001
Start Time	10/23/2023 10:20:51 AM
Stop Time	10/23/2023 10:50:51 AM
Device Name	BIN100010
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Run Time	00:30:00
Serial Number	BIN100010
Comments	

Calibration History

<u>Date</u>	<u>Calibration Action</u>	<u>Level</u>	<u>Cal. Model Type</u>	<u>Serial Number</u>	<u>Cert. Due Date</u>
10/23/2023 AM	10:17:10 Calibration	114.0			
10/23/2023 AM	10:51:50 Verification	114.0			

Logged Data Chart

S001: Logged Data Chart



Logged Data Table

Date/Time	Lavg-1
10/23/2023 10:21:51 AM	50.6
10:22:51 AM	51.8
10:23:51 AM	55.8
10:24:51 AM	47.7
10:25:51 AM	52.4
10:26:51 AM	48.9
10:27:51 AM	52.4
10:28:51 AM	49.9
10:29:51 AM	52.9
10:30:51 AM	46.6
10:31:51 AM	51.4
10:32:51 AM	55.4
10:33:51 AM	50.9
10:34:51 AM	60.2
10:35:51 AM	54.5
10:36:51 AM	53.5
10:37:51 AM	57.9
10:38:51 AM	50.7
10:39:51 AM	53.8

Date/Time	Lavg-1
10:40:51 AM	48.5
10:41:51 AM	51.4
10:42:51 AM	50.9
10:43:51 AM	44.9
10:44:51 AM	52.7
10:45:51 AM	49.1
10:46:51 AM	51.6
10:47:51 AM	51.9
10:48:51 AM	46.3
10:49:51 AM	55.4
10:50:51 AM	52.7

APPENDIX G NOISE CALCULATIONS AND RESOURCES

CONSTRUCTION NOISE CALCULATIONS

Construction Phase 1: Site Preparation

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
Total***:					75.0

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)****	Muffler Adjustment (dBA)*****	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	64.5

Construction Phase 2: Grading/Excavation

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Excavator	1	81	40	-4.0	77.0
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
Grader	1	79	40	-4.0	75.0
Total***:					80.6

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)****	Muffler Adjustment (dBA)*****	Barrier Adjustment (dBA)*****	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	70.0

Construction Phase 3: Building Construction

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Crane	1	81	16	-8.0	73.0
Forklift	1	75	20	-7.0	68.0
Tractor/Loader/Backhoe 1	1	79	40	-4.0	75.0
Total***:					77.7

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)****	Muffler Adjustment (dBA)*****	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	67.1

Construction Phase 4: Paving

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Paver	1	77	50	-3.0	74.0
Roller	1	80	20	-7.0	73.0
Tractor/Loader/Backhoe	1	79	40	-4.0	75.0
Total***:					78.9

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)****	Muffler Adjustment (dBA)*****	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	68.3

Construction Phase 5: Architectural Coating

Equipment	#	Lmax @ 50' (dBA)*	Usage Factor (%)*	Usage Adjust. (dB)**	Leq @ 50' (dBA)
Air Compressor	1	78	40	-4.0	74.0
Total***:					74.0

Receptor	Source-Receptor Distance (ft)	Distance Adjust. (dBA)****	Muffler Adjustment (dBA)*****	Barrier Adjustment (dBA)*	Leq @ Receptor (dBA)
Receptor A	30	4.4	-5	-10	63.5

* Lmax and usage factor from FHWA Roadway Construction Noise Model Users Guide. Barrier adjustment from FHWA Highway Noise Barrier Design Handbook (see attached).

** Usage Adjustment = $10 \times \log(UF/100)$

*** Total noise level = $10 \times \log \sum 10^{(Leq/10)}$

**** Distance adjustment = $20 \times \log(\text{distance}/10)$

***** Muffler adjustment factor conservatively uses half of EPA factor (see attached).

Table 1. CA/T equipment noise emissions and acoustical usage factors database.

CA/T Noise Emission Reference Levels and Usage Factors					
filename: EQUIPLST.xls					
revised: 7/26/05					
	Impact	Acoustical Use Factor	Spec 721.560 Lmax @ 50ft	Actual Measured Lmax @ 50ft	No. of Actual Data Samples
Equipment Description	Device ?	(%)	(dBA, slow)	(dBA, slow)	(Count)
				(samples averaged)	
All Other Equipment > 5 HP	No	50	85	-- N/A --	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-- N/A --	0
Blasting	Yes	-- N/A --	94	-- N/A --	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-- N/A --	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-- N/A --	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-- N/A --	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-- N/A --	0
Tractor	No	40	84	-- N/A --	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder / Torch	No	40	73	74	5

TABLE V. NOISE CONTROL FOR CONSTRUCTION EQUIPMENT

<u>Source</u>	<u>Control Techniques</u>	<u>Probable Noise Reduction in dB(A)*</u>
Engine		
exhaust	improved muffler	10
casing	improved design of block	2
	enclosure	10
fan (cooling)	redesign	5
	silencers, ducts and mufflers	5
intake	silencers	5
Transmission	redesign, new materials	7
	enclosure	7
Hydraulics	redesign, new materials	7
	enclosure	10
Exhaust		
(pneumatic)	muffler	5-10
Tool-Work		
interaction	enclosure	7-20
	change in principle	10-30

*Note that noise reductions are not additive. Incremental reductions can be realized only by simultaneous quieting of all sources of equal strength.

Typically, a 5-dB(A) IL can be expected for receivers whose line-of-sight to the roadway is just blocked by the barrier. A general rule-of-thumb is that each additional 1 m of barrier height above line-of-sight blockage will provide about 1.5 dB(A) of additional attenuation (see Figure 13).

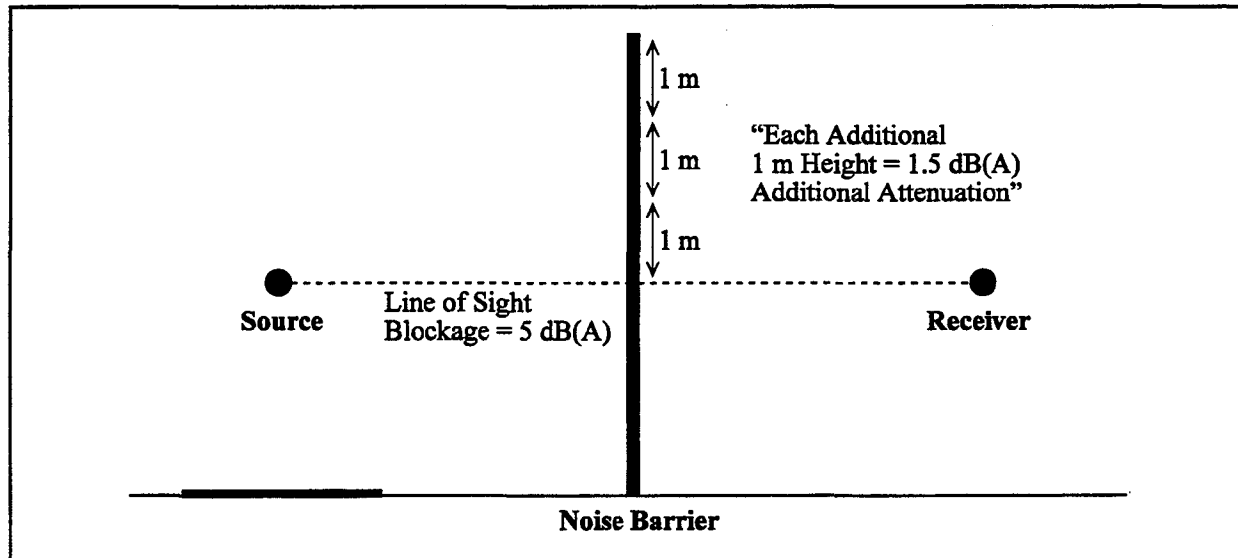


Figure 13. Line-of-sight.

Properly-designed noise barriers should attain an IL approaching 10 dB(A), which is equivalent to a perceived halving in loudness for the first row of homes directly behind the barrier. For those residents not directly behind the barrier, a noise reduction of 3 to 5 dB(A) can typically be provided, which is just slightly perceptible to the human ear. Table 4 shows the relationship between barrier IL and design feasibility.¹

Table 4. Relationship between barrier insertion loss and design feasibility.

Barrier Insertion Loss	Design Feasibility	Reduction in Sound Energy	Relative Reduction in Loudness
5 dB(A)	Simple	68%	Readily perceptible
10 dB(A)	Attainable	90%	Half as loud
15 dB(A)	Very difficult	97%	One-third as loud
20 dB(A)	Nearly impossible	99%	One-fourth as loud

3.5.2 Barrier Length. Noise barriers should be tall enough and long enough so that only a small portion of sound diffracts around the edges. If a barrier is not long enough, **degradations** in barrier performance of up to 5 dB(A) less than the barrier's design noise reduction may be seen for those receivers near the barrier ends. A rule-of-thumb is that a barrier should be long enough such that the distance between a receiver and a barrier end is at least four times the perpendicular distance from the receiver to the barrier along a line drawn between the receiver and the roadway (see Figure 14). Another way of looking at

5 Calculations in the RCNM

The RCNM uses the primary equation described in the CA/T Construction Noise Control Specification 721.560 [1] for the construction noise calculations.

5.1 Metric Calculation

$$\mathbf{L_{maxCalc} = selected_L_{max} - 20\log(D/50) - shielding} \quad (1)$$

where

selected_ L_{max} is the “Spec” or “Actual” maximum A-weighted sound level at 50 ft., listed in Table 1 for all pieces of equipment, in dBA,
 D is the distance between the equipment and the receptor, in feet,
 shielding is the insertion loss of any barriers or mitigation, in dBA (see Appendix A).

$$\mathbf{L_{eq} = L_{maxCalc} + 10\log(U.F.\%/100)} \quad (2)$$

where

U.F.% is the time-averaging equipment usage factor, in percent (see footnote 1 on p 7).

$$\mathbf{L_{10} = L_{eq} + 3 \text{ dBA adjustment factor}} \quad (3)$$

The RCNM calculates L₁₀ by adding 3 dBA to the L_{eq}, where the 3 dBA default L₁₀ adjustment factor was empirically derived by comparing extensive CA/T construction noise data. This adjustment factor may be changed in the RCNM at the user's discretion.

5.2 Exceedance Calculation

$$\mathbf{Daytime \text{ L}_{max} \text{ Exceedance} = L_{maxCalc} - Daytime \text{ L}_{max} \text{ Limit}} \quad (4)$$

$$\mathbf{Daytime \text{ L}_{eq} \text{ or } L_{10} \text{ Exceedance} = L_{eq} \text{ or } L_{10} - Daytime \text{ L}_{eq} \text{ or } L_{10} \text{ Limit}} \quad (5)$$

$$\mathbf{Evening \text{ L}_{max} \text{ Exceedance} = L_{maxCalc} - Evening \text{ L}_{max} \text{ Limit}} \quad (6)$$

$$\mathbf{Evening \text{ L}_{eq} \text{ or } L_{10} \text{ Exceedance} = L_{eq} \text{ or } L_{10} - Evening \text{ L}_{eq} \text{ or } L_{10} \text{ Limit}} \quad (7)$$

$$\mathbf{Nighttime \text{ L}_{max} \text{ Exceedance} = L_{maxCalc} - Nighttime \text{ L}_{max} \text{ Limit}} \quad (8)$$

$$\mathbf{Nighttime \text{ L}_{eq} \text{ or } L_{10} \text{ Exceedance} = L_{eq} \text{ or } L_{10} - Nighttime \text{ L}_{eq} \text{ or } L_{10} \text{ Limit}} \quad (9)$$

APPENDIX H VIBRATION CALCULATIONS AND RESOURCES



VIBRATION IMPACT CALCULATIONS

Structural Damage Assessment

Most Vibratory Piece of Equipment	Nearest Building Distance (ft)*	Reference PPV @ 25ft (in/sec)	PPV @ Receptor*** (in/sec)
Excavator*	10	0.040	0.158

Human Annoyance Assessment

Most Vibratory Piece of Equipment	Nearest Sensitive Receptor Distance (ft)*	Reference VdB @ 25ft	VdB @ Receptor****
Excavator*	30	80	77.6

*Excavator is the piece of construction equipment expected to produce the most vibration. Reference PPV from *New Hampshire Department of Transportation's Ground Vibrations Emanating from Construction Equipment* (attached).

Reference VdB calculated using a conservative crest factor of 4.

** Distance to nearest building measured from expected nearest location of prolonged heavy equipment operation for structural damage and from center of Project for human annoyance threshold.

*** PPV calculated using following equation from FTA guidance: $PPV = \text{Reference PPV} \times (25/\text{distance})^{1.5}$

**** VdB calculated using following equation from FTA guidance: $VdB = \text{Reference VdB} - 30\log(\text{distance}/25)$

ground-borne noise levels. For interior rooms or other special cases, ground-borne noise may need to be assessed.

Step 2: Identify Event Frequency

Determine the appropriate frequency of events for the project or project segment.

Community response to vibration correlates with the frequency of events and, intuitively, more frequent events of low vibration levels may evoke the same response as fewer high vibration level events. This effect is accounted for in the ground-borne vibration and noise impact criteria by characterizing projects by frequency of events. Event frequency definitions are presented in Table 6-2.

Table 6-2 Event Frequency Definitions

Category	Definition	Typical Project Types
Frequent Events	More than 70 events per day	Most rapid transit
Occasional Events	30–70 events per day	Most commuter trunk lines
Infrequent Events	Fewer than 30 events per day	Most commuter rail branch lines

Step 3: Apply Impact Criteria by Land Use and Event Frequency

Select the appropriate impact criteria for ground-borne vibration and noise based on the previously identified land use categories and frequency of events. It is also important to consider the time of vibration sensitivity. If the building is not typically occupied when the vibration source (e.g., train) is operating, it is not necessary to consider impact.

The criteria in this section are appropriate for assessing human annoyance or interference with vibration-sensitive equipment for common projects. While not typical, existing conditions, freight train operations, and building damage may require consideration.

- **Existing Conditions** – The criteria in this section do not consider existing conditions. In most cases, the existing environment does not include a substantial number of perceptible ground-borne vibration or noise events. However, existing conditions must be evaluated in some cases, such as for projects located in an existing rail corridor. For criteria considering existing conditions, see Step 3b.
- **Freight Train Operations** – The criteria are primarily based on experience with passenger train operations. Passenger train operations (rapid transit, commuter rail, and intercity passenger railroad) create vibration events that last approximately 10 seconds or less while a typical line-haul freight train event lasts approximately two minutes. This manual is oriented to transit projects. However, situations will occur when freight train operations must be evaluated, such as when freight train tracks are relocated for a transit project within a railroad ROW. Guidelines on applying these criteria to freight train operations are presented in Step 3c.

- **Building Damage** – It is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. However, damage to fragile historic buildings located near the ROW may be of concern. Even in these cases, damage is unlikely except when the track is located very close to the structure. Damage thresholds that apply to these structures are discussed in Section 7.2, Step 4 on Construction Vibration Impacts.

3a. Choose the impact criteria by land use category and event frequency. The criteria for ground-borne vibration and noise land use categories 1-3 are presented in Table 6-3. The criteria are presented in terms of acceptable indoor ground-borne vibration and noise levels. Impact will occur if these levels are exceeded. Criteria for ground-borne vibration are expressed in terms of rms velocity levels in VdB, and criteria for ground-borne noise are expressed in terms of A-weighted sound pressure levels in dBA.

**Table 6-3 Indoor Ground-Borne Vibration (GBV) and Ground-Borne Noise (GBN)
Impact Criteria for General Vibration Assessment**

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB*	65 VdB*	65 VdB*	N/A**	N/A**	N/A**
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

* This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

** Vibration-sensitive equipment is generally not sensitive to ground-borne noise; however, the manufacturer's specifications should be reviewed for acoustic and vibration sensitivity.

The criteria for ground-borne vibration and noise for special land uses are presented in Table 6-4. The criteria are presented in terms of acceptable indoor ground-borne vibration and noise levels. Impact will occur if these levels are exceeded. As for the other land uses, the criteria for ground-borne vibration are expressed in terms of rms velocity levels in VdB, and criteria for ground-borne noise are expressed in terms of sound pressure levels in dBA.

Table 6-4 Indoor Ground-Borne Vibration and Noise Impact Criteria for Special Buildings

Type of Building or Room	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)		Ground-Borne Noise Impact Levels (dBA re 20 micro-Pascals)	
	Frequent Events	Occasional or Infrequent Events	Frequent Events	Occasional or Infrequent Events
Concert halls	65 VdB	65 VdB	25 dBA	25 dBA
TV studios	65 VdB	65 VdB	25 dBA	25 dBA
Recording studios	65 VdB	65 VdB	25 dBA	25 dBA
Auditoriums	72 VdB	80 VdB	30 dBA	38 dBA
Theaters	72 VdB	80 VdB	35 dBA	43 dBA

- Determine the vibration source level (PPV_{ref}) for each piece of equipment at a reference distance of 25 ft as described above and in Table 7-4.
- Use Eq. 7-2 to apply the propagation adjustment to the source reference level to account for the distance from the equipment to the receiver. Note that the equation is based on point sources with normal propagation conditions.

$$PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5} \quad \text{Eq. 7-2}$$

where:

$$\begin{aligned} PPV_{equip} &= \text{the peak particle velocity of the equipment} \\ &\quad \text{adjusted for distance, in/sec} \\ PPV_{ref} &= \text{the source reference vibration level at 25 ft,} \\ &\quad \text{in/sec} \\ D &= \text{distance from the equipment to the receiver, ft} \end{aligned}$$

3b. Annoyance Assessment

Assess for annoyance for each piece of equipment individually. Ground-borne vibration related to human annoyance is related to rms velocity levels, expressed in VdB as described in Section 5.1.

Estimate the vibration level (L_v) using Eq. 7-3.

$$L_{v.distance} = L_{vref} - 30 \log\left(\frac{D}{25}\right) \quad \text{Eq. 7-3}$$

where:

$$\begin{aligned} L_{v.distance} &= \text{the rms velocity level adjusted for distance, VdB} \\ L_{vref} &= \text{the source reference vibration level at 25 ft, VdB} \\ D &= \text{distance from the equipment to the receiver, ft} \end{aligned}$$

Step 4: Assess Construction Vibration Impact

Compare the predicted vibration levels from the Quantitative Construction Vibration Assessment with impact criteria to assess impact from construction vibration.

Assess potential damage effects from construction vibration for each piece of equipment individually. Note that equipment operating at the same time could increase vibration levels substantially, but predicting any increase could be difficult. The criteria presented in this section should be used during the environmental impact assessment phase to identify problem locations that must be addressed during the engineering phase.

Compare the PPV and approximate L_v for each piece of equipment determined in Section 7.2, Step 3 to the vibration damage criteria in Table 7-5, which is presented by building/structural category, to assess impact.⁽⁷⁰⁾⁽⁷¹⁾ The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4.

Table 7-5 Construction Vibration Damage Criteria

Building/ Structural Category	PPV, in/sec	Approximate L_v *
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

*RMS velocity in decibels, VdB re 1 micro-in/sec

Compare the L_v determined in Section 7.2, Step 3 to the criteria for the General Vibration Assessment in Section 6.2 to assess annoyance or interference with vibration-sensitive activities due to construction vibration.

Step 5: Determine Construction Vibration Mitigation Measures

Evaluate the need for mitigation and select appropriate mitigation measures where potential human impacts or building damage from construction vibration have been identified according to Section 7.2, Step 4.

5a. Determine the appropriate approach for construction vibration mitigation considering equipment location and processes.

- **Design considerations and project layout**
 - Route heavily-loaded trucks away from residential streets. Select streets with the fewest homes if no alternatives are available.
 - Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.
- **Sequence of operations**
 - Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
 - Avoid nighttime activities. Sensitivity to vibration increases during the nighttime hours in residential neighborhoods.
- **Alternative construction methods**
 - Carefully consider the use of impact pile-driving versus drilled piles or the use of a sonic/vibratory pile driver or push pile driver where those processes might create lower vibration levels if geological conditions permit their use.
 - Pile-driving is one of the greatest sources of vibration associated with equipment used during construction of a project. The source levels in Table 7-4 indicate that sonic pile drivers may provide substantial reduction of vibration levels compared to impact pile drivers. But, there are some additional vibration effects of sonic pile drivers that may limit their use in sensitive locations.
 - A sonic pile driver operates by continuously shaking the pile at a fixed frequency, literally vibrating it into the ground. Continuous operation at a fixed frequency may, however, be more

NHDOT Vibration Levels for Construction Activities

Measured Range of PPV (in/sec.) on NHDOT Projects at a Distance of 50 feet or less

Equipment	PPV (in/sec.) at 50 feet or less
Sheet Pile Driver (impact)	0.10 to 0.36
Pavement Breaker	0.28 to 0.49
Vibratory Roller	0.11 to 0.78
Hoe Ram	0.07 to 0.49
Excavator	0.02 to 0.06
Loaded Dump Body Trucks on gravel haul road	0.010 to 0.03
Tracked Equipment on pavement	0.095 to 0.328
Small Dozer	0.03 to 0.11

Source: Vibrations measured on NHDOT projects

Note: These limits will change as additional information is collected on a variety of construction activities at numerous sites with a broad range of conditions. A significant variation in ground vibration levels can be measured from construction activities.

Predicted Peak Particle Velocity on NHDOT Projects

Predicted Peak Particle Velocity (PPV) on NHDOT Projects at a distance of 50 ft., 75 ft., 100 ft. *(use average PPV of measured range from table above as the reference peak particle velocity at 25 feet; calculate peak particle velocity utilizing FTA formula at a power of 1.1)*

Equipment	Reference PPV at 25 ft.	Estimated PPV at 50 ft.	Estimated PPV at 75 ft.	Estimated PPV at 100 ft.
Sheet Pile Driver (impact)	.23	.107	.068	.050
Pavement Breaker	.39	.182	.115	.085
Vibratory Roller	.45	.210	.133	.098
Hoe Ram	.28	.131	.083	.061
Excavator	.04	.019	.012	.009
Loaded Dump Body Trucks on gravel haul road	.02	.009	.006	.004
Tracked Equipment on pavement	.21	.016	.062	.046
Small Dozer	.07	.033	.021	.015

New Hampshire Department of Transportation, Ground Vibrations
Emanating from Construction Equipment, September 8, 2012.

APPENDIX I 2022 SCOPING PLAN CONSISTANCY



2022 SCOPING PLAN FOR ACHIEVING CARBON NEUTRALITY (SCOPING PLAN) ASSESSMENT CONSISTENCY ASSESSMENT

This appendix addresses the Project's consistency with CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) and the measures adopted by the City of Los Angeles in support thereof.

SECTION F-1 REGULATORY FRAMEWORK – STATE

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.¹ The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).² The 2017 Scoping Plan Update,³ shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.⁴ The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

¹ CARB. 2008. *Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

² CARB. 2014. *First Update to the Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

³ CARB. 2017. *California's 2017 Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

⁴ CARB, *California's 2017 Climate Change Scoping Plan, 2017*, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

Table F-1 Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions (MMTCO ₂ e)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) ^a
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)
MMTCO ₂ e = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.	
^a 312 – 260 = 52. 52 / 312 = 16.7%	
Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.	

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

SECTION F-2 REGULATORY FRAMEWORK – LOCAL

The City of Los Angeles has implemented the following measures in support of the Scoping Plan.

F-2.1 Green New Deal

The City of Los Angeles addressed the issue of global climate change in Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. Subsequently, on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.⁵ Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by five percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Sustainable City pLAn was updated and renamed the Green New Deal, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.⁶ The Green New Deal augments, expands, and elaborates on for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, Climate Mitigation, or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 thousand British thermal units (mBTU) per square foot in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.

⁵ City of Los Angeles, Sustainable City pLAn, April 2015.

⁶ City of Los Angeles, LA's Green New Deal, 2019.

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.

F-2.2 City of Los Angeles Green Building Code

On December 11, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

F-2.3 City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

F-2.4 City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards y 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013.⁷ In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.⁸ The City also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

F-2.5 General Plan

The City does not have a General Plan Element specific to climate change but several goals, objectives, or policies in the *Air Quality Element*, *Housing Element*, *Plan for Healthy LA*, and *Mobility Plan 2035* encourage the reduction of emissions:

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

F-2.6 Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

⁷ City of Los Angeles, Department of Public Works, LA Sanitation, Recycling. www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188, accessed February 28, 2022.

⁸ City of Los Angeles, *RENEW LA, Five-Year Milestone Report*, 2011.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

F-2.7 Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.⁹ The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

F-2.8 Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019 updated July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation impact assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 743.

⁹ Los Angeles Department of City Planning, *Mobility Plan 2035: An Element of the General Plan*, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

SECTION F-3 PROJECT CONSISTENCY WITH 2022 SCOPING PLAN

To assist local jurisdictions, the 2022 Scoping Plan presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).¹⁰ A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Based on the analysis presented below, the Project would be consistent with the GHG reduction-related actions and strategies in the Climate Change Scoping Plan and subsequent updates.

F-3.1 Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- **Convert local government fleets to zero-emission vehicles (ZEV).**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs.

¹⁰ Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. In addition, the Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces, which would exceed the CALGreen 2022 requirement.

F-3.2 VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**
- **Implement parking pricing or transportation demand management pricing strategies**

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

The Project would implement include bike parking per LAMC and be location near public transport. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce parking standards.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The City of Los Angeles Mobility Plan 2035 established a “Complete Streets” planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California’s Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. The Project would implement include bike parking per LAMC and be location near public transport. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**
- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**
- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**
- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS’ “Core Vision” prioritizes the maintenance and management of the region’s transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines. In addition, the Project's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.¹¹ This represents more than double the housing planned for during the last eight years.¹² The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals.¹³ CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as

¹¹ California Department of Housing and Community Development. 2022. *Statewide Housing Plan*. Available at www.hcd.ca.gov/docs/statewide-housing-plan.pdf.

¹² *Ibid.*

¹³ Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. *Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030*. Available at <https://turnercenter.berkeley.edu/research-and-policy/right-type-right-place/>.

infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

To reduce GHG emissions, the Project is implementing EV charging infrastructure and bicycle parking. Additionally, as an urban infill development project located in the vicinity of mass transit, the Project is expected to further reduce VMT and associated GHG emissions.

F-3.3 Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

California's transition away from fossil fuel-based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project would be required to comply with the City's LAMC and would not include natural gas uses in residential, retail and office uses. Therefore, the Project would be consistent and not conflict with the LAMC.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Project would not involve retrofit of existing buildings and would be completely new construction. However, the Project would design HVAC equipment to have low GHG emission rates and incorporate energy saving technologies and appliances. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

SECTION F-4 PROJECT CONSISTENCY WITH LOCAL POLICIES

Consistency with the applicable GHG-reducing actions from Green New Deal is presented below:

- **Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.**

Consistent. While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce water use. Water usage rates were calculated consistent with the requirements under City Ordinance No. 184,248, the 2016 California Plumbing Code, 2019 California Green Building Code (CALGreen), 2017 Los Angeles Plumbing Code, and 2020 Los Angeles Green Building Code and reflects approximately a 20 percent reduction in water usage as compared to the base demand. The Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822 (Los Angeles, Ordinance No. 180822: http://clkrep.lacity.org/online/docs/2009/09-0510_ord_180822.pdf) and in the LAGBC to minimize water usage."

- **Reduce building energy use per sf for all building types 22% by 2025; 34% by 2035; and 44% by 2050.**

Consistent. While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of the state Green Building Standards Code and the City of Los Angeles Green Building Code.

The Project also includes features such as LED lighting, energy saving lighting controls, energy efficient and centralized HVAC systems.

- **All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.**

Consistent. While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of the state Green Building Standards Code and the City of Los Angeles Green Building Code. Furthermore, the Project would comply with the 2019 Title 24 Standards which represent challenging but achievable design and construction practices that represent a major step towards meeting the Zero Net Energy (ZNE) goal (CEC, 2019 Building Energy Efficiency Standards, Fact Sheet).

The Project also includes features such as LED lighting, energy saving lighting controls, energy efficient and centralized HVAC systems.

- **Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.**

Consistent. The Project would generally support the attainment of these targets as it is an infill development.

- **Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.**

Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips.

- **Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.**

Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips. The Project would also promote a pedestrian-friendly community by placing office uses within walking distance to other retail and entertainment uses. The Project Site is located in a HQTAs as designated by the 2020 2045 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project employees and visitors.

- **Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.**

Consistent. While this action primarily applies to the City, the Project would be located near mass transit stations to reduce vehicle trips. The Project would also promote a pedestrian-friendly community by placing office uses within walking distance to other retail and entertainment uses. The Project Site is located in a HQTAs as designated by the 2020 2045 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project employees and visitors.

- **Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.**

Consistent. The Project would support this policy since the Project would provide electric vehicle charging stations and electric vehicle supply wiring consistent with City codes.

- **Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.**

Consistent. The Project would comply with the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the targets included in the Green New Deal with regard to energy-efficient buildings and waste and landfills.